

82  
The Motor Cycle  
4 SEPTEMBER 1958 NINEPENCE

# THE MOTOR CYCLE

BRILLIANT  
NEW  
TWO-FIFTY  
DESCRIBED

FOUNDED 1903 • LARGEST NET SALE IN THE WORLD

**A  
NEW  
MODEL**



**BSA** 250 STAR

Send P.C. for Catalogue to: B.S.A. MOTOR CYCLES LTD., 47 ARMOURY RD., BIRMINGHAM 11

# Safe and Sure

## ECONOMY +

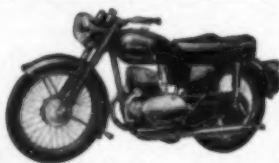


### EXCELSIOR 'SKUTABYKE'

You'll cut the traffic knots with this Excelsior lightweight—at less than the price of your bus fares. It's easily handled, thrifty on petrol and simple to maintain. Telescopic forks, spring frame, large dual seat, roomy footboards, efficient legshields for exceptional comfort. Up to 150 m.p.g.

## PERFORMANCE +

### 328 c.c. SUPER TALISMAN TWIN



Your friends will envy the power and punch of the Super Talisman Twin. Powered by the 328 c.c. Excelsior Sports car engine that gives you "big bike" performance with low running costs. Extra deep fins on cylinder heads. Enclosed rear chain-guard. Four-speed footchange gearbox. Duplex cradle frame. Telescopic front forks and swinging-arm rear suspension. Twin Amal carburettors. Twin exhaust system.

Comprehensive range of 8 models available

# Excelsior

## lightweights

SEND FOR  
ILLUSTRATED  
LEAFLETS  
NOW!

Name.....  
Address.....

THE EXCELSIOR MOTOR CO. LTD  
KINGS ROAD • TYSELEY • BIRMINGHAM 11

L.G.B.

## Optional ?

### -yes



The sensible motor-cyclist wears a helmet. The really sensible motor-cyclist fits **Fibrax** Brake Linings.

## these are a 'must'

**Fibrax** Brake Linings stop you firmly, decisively yet smoothly—in any emergency at any speed anywhere—braking at its best.



### FIT

# Fibrax

## and stop in your tracks

FIBRAX LIMITED, 110 ORMSIDE STREET, LONDON, S.E.15

PL 18

## Are you a discriminating Motorcyclist?

if so, you will almost certainly  
insist on John Bull tyres and  
accessories.

		
KNEE GRIPS	REPAIR KITS	FRONT GRIP
		
FOOT LEVER RUBBERS	TWIST GRIPS	DEEP GRIP
		
KICK START RUBBERS	FOOT REST RUBBERS	ROUGH RIDER
		
<b>JOHN BULL</b>		ELEVEN RIB
Made for the man who will have the best		TRIPLE DUTY
JOHN BULL RUBBER CO. LTD., LEICESTER		



*Pick a winner!*  
**BELSTAFF**

*THE FINEST MOTOR-CYCLE  
 AND SCOOTER CLOTHING  
 IN THE WORLD!*

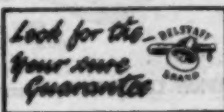
**100%**  
**"DOUBLE-WELD"**  
 ELECTRONICALLY SEALED  
**SEAMS**

**BLACK PRINCE  
 P.V.C. SUIT**

This suit, made from the finest quality heavy-weight Black Plasticated Fabric, with warm fleecy lining and electronically sealed "DOUBLE-WELD" 100% weatherproof seams  
 Jacket only £42.6. Trousers only £12.6 **£6.12.6**

\* Ask your dealer for FREE fully illustrated brochure containing the complete Belstaff range.

In cases of difficulty write to us.



**BELSTAFF** MANUFACTURING CO. LTD.  
 LONGTON, STOKE-ON-TRENT



# HALFORDS MOTOR CYCLE ROAD LAMP

## MOTOR CYCLE BATTERIES

Halfords "low cost" Motor Cycle battery, with high capacity plates. Robust construction, guaranteed performance.

Dry-charged. (Acid extra.)

**32/6**

Exide or Lucas standard size, superior quality. 44/-  
(Charging extra.) Scooter Batteries always available.



## BATTERY CHARGERS

Halfords special Motor Cycle and Scooter Battery Chargers. Complete with output leads and crocodile clips. 1 1/2 amp. output.

**37/6**

Super model with ammeter, 1 1/2 amp. output, 49/6.

## STOP TAIL SET

Good quality set with two well-made lamps. Complete with strong switch and cables.

**9/6**

Stop Tail Lamp. Easily fitted. With three bulbs, built-in reflector and number plate illuminator panel. 15/-

Twin Parking Lamps made to fit in place of existing head lamp bolts. Chromium plated bodies with plastic lenses; complete with bulbs 14/- pair.



After-dark motoring demands good lights. Fit a Raydyot spot-lamp and be sure at all times. Attractive flush fitting 4 1/2 in. front with fully chromium plated body and adjustable fixing clip for 1 in. and 1 1/2 in. bars. The heavily silvered reflector gives a strong penetrating beam. Adjustable focus. 6 volt single contact.

**43/6**

## CIBIE SCOOTER LAMP

A fully chromium plated lamp with a shallow body; ideal for fitting to all makes of scooters. 3 1/2 in. diameter front; with universal fixing clip. 39/9.

## SIDECAR LAMP

L.E.P. Lamp with modern streamlined shape, single bolt fitting and concealed wiring. The cone shaped lenses, mounted on the chromium plated body, give "all round" protection.

**11/6**

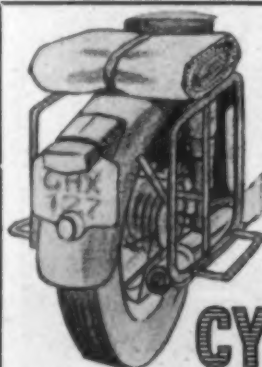
## SCOOTER INDICATOR SETS



Essential in heavy traffic—safer by far in the dark! Complete set consists of two orange lamps with 6-volt bulbs, one battery isolating switch, one flasher unit and one indicator switch. Easily fitted and wired up.

**42/6**

**SEE AND HANDLE THE GOODS AT HALFORDS**



FULLY GUARANTEED  
100% PROTECTION  
IN ALL WEATHERS  
it ZIPS on! it ZIPS off!

THE AMAZING

**CYCLOMAC**

GIVE YOUR MOTOR CYCLE THE PROTECTION IT DESERVES WITH THE PERFECT COVERING OF A CYCLOMAC

IT IS CONVENIENT! IT LOCKS IN POSITION!

CALL AND SEE these CYCLOMACS for all makes of MOTOR CYCLES & SCOOTERS.

Open every weekday (all day Saturday) or post this coupon for full particulars

POST NOW



PLEASE SEND DETAILS OF CYCLOMACS/MOTOMACS

NAME .....

ADDRESS .....

**MOTOMAC LTD.** FORD PLACE, OCKENDON, ESSEX

better fit

**WIPAC**

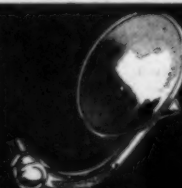
... it has

**WIPACITY**

the capacity for longer life, exceptional performance and the highest standard of workmanship.



Obtainable through your Dealer and Halfords branches.  
**THE WIPAC GROUP • BLETCHLEY • ENGLAND**



**WIFLEX HANDBAR DRIVING MIRROR**  
Flexibly Mounted 17/6

**Stadium**

THE LARGEST MANUFACTURERS OF GOGGLES



**27/6**

With free insurance

**STADIUM LTD., 30-36 Queensway, Ponders End, Enfield, Middlesex**

**MARK 9**

The goggle with the perfect vision and ventilation

**TERRYS**

aero  
valve  
springs



Fit a new set when you de-coke

*New Terry's valve springs  
put fresh pep into an engine*

*They are the best  
valve springs made*

*They last the longest,  
are the most efficient*

*They cut petrol consumption*

# B.S.A. CHOOSE AN



## SEAT FOR THEIR NEW 250c.c. STAR

• MOTOPLAS CO. LIMITED • ARMOURY ROAD • BIRMINGHAM 11 • PHONE: VIC 1008

### RELIANT

RE. III

THE SMALL CAR  
THAT HAS  
EVERYTHING—

- ★ APPEARANCE
- ★ PERFORMANCE
- ★ ECONOMY
- ★ COMFORT
- ★ LESS TAX (£5 per year)
- ★ LOWER INSURANCE

Regal 3 wheel 4 seater  
BIG CAR COMFORT—SMALL CAR ECONOMY



The completely new Fibreglass body of the Regal Mk. III provides more room and more comfort for the four occupants. With a top speed of 65 m.p.h. the Regal cruises happily at 50 m.p.h. and can travel for 50 MILES ON ONE GALLON of petrol with its 4-cylinder 750 c.c. engine. With normal car transmission and synchromesh gearbox, the Regal Mk. III is the most up-to-date 3-wheeler in the country.

Pay an early visit to your local dealer, he will be pleased to give you the fullest details.



London Distributors: Stanfield Lawrence  
(Highway) Ltd., 8 Hunt House, 28/32  
Highbury Corner, London, N.W.5.

**RELIANT ENGINEERING CO. (Tamworth) LTD.**  
TWO GATES, TAMWORTH, Staffs.

better fit

## WIPAC

...it has

### WIPACITY

the capacity for longer life,  
exceptional performance  
and the highest standard  
of workmanship.



Obtainable through your Dealer and Halfords Branches.

**THE WIPAC GROUP • BLETCHLEY • ENGLAND**



GRAVITY FEED FILTER

11/-

Kit with Fitchley & adaptor

17/6

## Two-Stroke Motor Cycles

Designed to help all owners and potential owners of one of the most popular types of motor cycle, this book gives a complete explanation of how a two-stroke functions, its construction, maintenance and general upkeep. Gives valuable information on buying new or secondhand machines, advice on the driving test and useful hints on general driving methods.

11th Edition. 5s. net. By post 5s. 6d.

from bookshops or direct from —

Iliffe & Sons Ltd., Dorset House, Stamford Street, London S.E.1



\*\*\* D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING \*\*\* FOR STYLE AND FIT IT'S AVIAKIT \*\*\*

NEW!

**BRONX Jacket**

- ★ King of the highway for looks and wind-resistant warmth!
- ★ Hand selected solid leathers.
- ★ Luxurious scarlet quilted lining.
- ★ Zipper pockets and cuffs.
- ★ Snap-back lapels.
- ★ Jet black.

**£9.18.6**

Sizes: Gents 34-44 chest, Ladies 34-38 bust.

**The "COUNTRYMAN"**

- ★ SOLID LEATHER.
- ★ Comfortable and good-looking.
- ★ Really tough, hard wearing.
- ★ Two large pockets.
- ★ Adjustable leather waistband.
- ★ Warmly lined.

**£6.12.6**

"BLACKARROW" Cat. No. 62, 1-length. Solid leather, 4 zipper pockets, £8/15/-.

Sizes: Chest 34-44.

**HUSKY Coat**

- ★ Guaranteed completely stormproof.
- ★ Tough RAINSHEDDER black P.V.C.
- ★ Fully cut. Fitted "Aqua-shed" on cuffs. (pat. app. for)
- ★ Good length (50in. long, size 40 chest).
- ★ AS SUPPLIED TO POLICE PATROL OFFICERS.
- ★ Complete with detachable lining. Price complete

**£7.10.6****"AQUA-SHED"**

WHY feel wet and messy when it rains? Water is stopped from running down your sleeves by the "AQUA-SHED" (patent app. for). Fitted only to AVIAKIT. NOMAD suits and HUSKY coats. A COMPLETELY EXCLUSIVE FEATURE

**TEXAN Boots**

- ★ All leather, lined throughout with soft luxurious sheepskin.
- ★ Exclusive "weather-sealed" gusset and ankle strap.
- ★ 10 inches high.
- ★ Excellent for wear with 2-piece suits. Sizes: Gents 6-12, Black.

**£4.19.6****The "ATLANTIC"**

Catalogue 209, as Texan but unlined 7/6.

ALL ORDERS POST FREE. Important! FOR PROMPT MAIL ORDER SERVICE PLEASE ADDRESS YOUR ORDERS TO Mr. C. Lewis, 124 Great Portland Street, London, W.1. FOR PERSONAL SHOPPERS: Open daily until 5.30 p.m. Closed 1 p.m. Thursdays. 6.30 p.m. Fridays. Personal Callers welcomed. OPEN ALL DAY ON SATURDAYS UNTIL 5 P.M. Please state height and chest when ordering.

**MIDLAND AGENT:**

N. JONES, 19-20 Spicel Street, (Bull Ring), BIRMINGHAM Tel: Midland 3351

# WITHOUT QUESTION!

WORLD'S FINEST RANGE of MOTOR CYCLE CLOTHING

**NOMAD MK II Suit** Exclusive New Features!

- (as shown on left)
- ★ Guaranteed completely stormproof.
- ★ "SUPERLIFE" RAINSHEDDER Black P.V.C.
- ★ PERMATITE electronically sealed seams. Safe, strong and guaranteed.
- ★ Fleece lined.
- ★ Provision for detachable linings throughout.
- Sold separately: JACKET 81/-, TROUSERS 52/6. Complete Suit—

**£6.9.6**

Add to the basic suit at your convenience for even greater warmth. These optional extras easily obtained.
- ★ DETACHABLE quilted jacket lining 23/-.
- ★ DETACHABLE quilted trouser lining 33/6.

Specialty cut for LADIES in Blue, Green, Wine or Black—same price.

**ONLY THE SPECIALIST ACHIEVES PERFECTION**

As specialists in motorcycle clothing we have been solving problems for over 50 years. Let us solve yours!

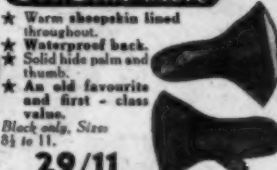
**CALL OR WRITE FOR THIS NEW 32-PAGE CATALOGUE NOW!**

A visit to D. LEWIS LTD. is well worth while. Come and inspect our large stocks of all famous makes of motor cycle clothing. If you cannot call, write AT ONCE for our latest 32-page FULLY ILLUSTRATED CATALOGUE. (4d. in stamps would be appreciated.)

PERSONAL SHOPPERS in BIRMINGHAM, SHEFFIELD, ST. ALBANS and LONDON: Visit any of the addresses below and see our fine range of motor cycle clothing without delay!

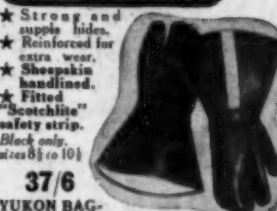


D. LEWIS LTD., 32 Market Place, ST. ALBANS Tel: 52099

**DRIBAK Glove**

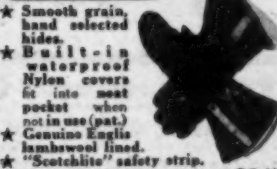
- ★ Warm sheepskin lined throughout.
- ★ Waterproof back.
- ★ Solid hide palm and thumb.
- ★ An old favourite and first-class value.

Black only. Size 8½ to 11.

**29/11****ANDES FIRST FINGER MITT**

- ★ Strong and supple hides.
- ★ Reinforced for extra wear.
- ★ Sheepskin handlined.
- ★ Fitted "Scotchlite" safety strip.

Black only. Sizes 8½ to 10½.

**37/6****YUKON BAG-MITT** same quality 37/-**DOLOMITE**

- ★ Smooth grain, hand selected hides.
- ★ Built-in waterproof Nylon covers fit into most pocket when not in use (pat).
- ★ Genuine English lambswool lined.
- ★ "Scotchlite" safety strip.

Black only. Sizes 8 to 11. **62/6**

**HI-FLITE Boot**

- ★ Lined throughout with soft luxurious sheepskin.
- ★ Solid leather uppers, leather/rubber heel.
- ★ Exclusive ankle strap, "weather-sealed" gusset.

Sizes: Gents 6-12, Ladies 5-7.

**£5.19.6****PANTHER Suit**

- ★ OUR BEST BLACK GABERDINE SUIT
- ★ GUARANTEE - D COMPLETELY STORMPROOF
- ★ Full front on trousers for convenience.
- ★ Concealed two position zip front.
- ★ Adjustable ankles & cuffs.
- ★ Most comfortable to wear.
- Sold separately. JACKET £4/5/6. TROUSERS £3/5/6.

**£7.10.6****Complete Suit.**

Men's sizes: 34-44 chest, 29in. to 34in. inside leg. Ladies' sizes: S.V. W. and W.X. Legs 27-30in.

- Optional extras:
- ★ Detachable quilted jacket lining 33/-
- ★ Detachable quilted trouser lining 33/6.

**NORTHERN AGENT:**

N. JONES, 43-45 Snig Hill, SHEFFIELD Tel: Sheffield 26168

\*\*\* D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING \*\*\* FOR STYLE AND FIT IT'S AVIAKIT \*\*\*



## you'd raise a doubtful eyebrow

If told that degreasing and cleaning was an easy job, you'd think of grimy hands and filthy bits of oily rags and sigh and sadly shake your head. But you'd be wrong. GUNK will do all the dirty work for you.

Simply brush or spray GUNK on parts to be degreased—rinse away with cold water. As if by magic all traces of grease and oil have disappeared. Take a tip from the trade and let GUNK do the dirty work for you. It's ideal, too, for cleaning spilt oil from garage floors.

# Gunk

## The finest Allround DEGREASANT & CLEANER

**Rapidly removes Oil and Grease from  
engines, axles, etc., and all metal parts.**

Made by BENNETT (HYDE) LTD., BOSTON MILLS, HYDE, CHESHIRE

• PINT  
• TIN **2/4**  
• From garages, accessory  
• dealers and any Halfords  
branch.



**Essential  
to every  
motor cyclist**

## Hints and Tips for Motor Cyclists

By "The Motor Cycle" Staff—14th Ed.

A fully illustrated, up-to-date compendium for motor cyclists. The motor cycle technical staff and that journal's more mechanically minded readers have combined to make HINTS AND TIPS a "must" for every motor cyclist—whatever his engine capacity.

7s 6d net BY POST 8s 2d 184 pages 62 diagrams

from all booksellers

Published for "The Motor Cycle"

ELIFFE & SONS LTD., BORLEY HOUSE, STAMFORD STREET, LONDON, S.E.1

**better fit**

# WIPAC

...it has

## WIPACITY

the capacity for longer life,  
exceptional performance  
and the highest standard  
of workmanship.



Obtainable through your Dealer and Halfords Branches

**THE WIPAC GROUP - BLETCHLEY - ENGLAND**



**6" LIGHT UNIT**  
with bulb holders  
17/6

## COVER YOUR CYCLE

Protect it with a **QUADRANT**  
waterproof  
cover

from **11/3**

BUY DIRECT  
from MANUFACTURER  
at

WHOLESALE PRICE,  
guaranteed  
protection from rust &  
deterioration.

**SAVES YOU 22%  
4 qualities.**



Size	Material	Price	Size	Material	Price
18"	POLY-VINYL CHLORIDE	11/3	24"	POLY-VINYL CHLORIDE	18/6
24"	POLY-VINYL CHLORIDE	18/6	30"	POLY-VINYL CHLORIDE	24/6
30"	POLY-VINYL CHLORIDE	24/6	36"	POLY-VINYL CHLORIDE	30/6
36"	POLY-VINYL CHLORIDE	30/6	42"	POLY-VINYL CHLORIDE	36/6
42"	POLY-VINYL CHLORIDE	36/6	48"	POLY-VINYL CHLORIDE	42/6
48"	POLY-VINYL CHLORIDE	42/6	54"	POLY-VINYL CHLORIDE	48/6
54"	POLY-VINYL CHLORIDE	48/6	60"	POLY-VINYL CHLORIDE	54/6
60"	POLY-VINYL CHLORIDE	54/6	66"	POLY-VINYL CHLORIDE	60/6
66"	POLY-VINYL CHLORIDE	60/6	72"	POLY-VINYL CHLORIDE	66/6
72"	POLY-VINYL CHLORIDE	66/6	78"	POLY-VINYL CHLORIDE	72/6
78"	POLY-VINYL CHLORIDE	72/6	84"	POLY-VINYL CHLORIDE	78/6
84"	POLY-VINYL CHLORIDE	78/6	90"	POLY-VINYL CHLORIDE	84/6

Delivery by Return. **MONEY BACK GUARANTEE**  
**QUADRANT SUPPLY CO. (Dept. 3), 51c Church Road,  
London, N.W.A. 6UN 1388. Personal Shoppers welcome.**

# A THIRD WHEEL FOR THE WINTER!!

## IT'S COMBINATION TIME

at

# S L O C O M B E S

### LONDON'S FINEST SELECTION OF NEW MOTORCYCLES & SIDECARS

THE UNDERMENTIONED ARE ACTUALLY "ON SHOW" in our Showrooms

B.S.A. Golden Flash 650 c.c., s/arm, black and chrome with Busmar Lancastria 2-seater saloon in two-tone black and silver	£375 5 0	TRIUMPH Thunderbird 650 c.c. Twin, s/arm, gold, with matching gold, Watsonian Monaco Monocoque fibre-glass sports	£399 17 1
B.S.A. Golden Flash 650 c.c., s/arm, beige and chrome, with Busmar York 2-adult saloon in two-tone maroon and ivory	£380 15 0	TRIUMPH T100 500 c.c. Twin, s/arm, two-tone black and ivory, with Swallow Jet 80 fibre-glass sports, also two-tone	£385 16 5
ARIEL Huntmaster 650 c.c., s/arm, claret, with matching claret, full-door large Maxstoke 2-seater	£367 10 0	ARIEL V8 600 c.c. S.V. de Luxe, s/arm, black, with matching Blacknell family favourite 2-seater saloon, safety chassis	£339 16 0
TRIUMPH Speed Twin 500 c.c., s/arm, maroon, with Watsonian Monarch single tourer in matching colour	£341 17 3	PANTHER 600 c.c., s/arm, de Luxe, black and chrome, with Blacknell San Ramo double-adult in two-tone black and ivory	£372 10 12
B.S.A. M215 600 c.c., S.V., (maroon and chrome tank, with Watsonian light Maxstoke child-adult saloon in black	£290 15 3	B.S.A. Golden Flash 650 c.c. Twin, s/arm, black, with Blacknell Safety "2" double-adult to match	£397 12 10
B.S.A. Golden Flash 650 c.c. Twin, s/arm, beige, with Watsonian Avon sports single-seater in matching beige	£340 9 6	MATCHLESS G11 600 c.c. Twin, s/arm, maroon and chrome tank, with Watsonian Ascot saloon in maroon and ivory	£386 5 11
NORTON Dominator 99 600 c.c. Twin "Featherbed" in red, with Watsonian Avon sports in matching colour	£374 9 5	VELOCETTE MAC 350 c.c. O.H.V., s/arm, with Watsonian Marlow single-seater to match in black	£296 15 1
B.S.A. Super Rocket 650 c.c. turned Twin, s/arm, in silver, with Garrard Grand Prix super sports in matching silver	£379 17 4	B.S.A. C12 250 c.c. O.H.V., s/arm, maroon and chrome, with Watsonian Eton saloon lightweight to match	£227 13 11
TRIUMPH T110 650 c.c. Twin, s/arm, silver sheen, with matching Garrard Grand Prix super sports	£381 4 10	LAMBRETTA LDB 150 c.c., red and white, with Watsonian Bambini fibre-glass with hood	£251 0 0
ARIEL Huntmaster 650 c.c. Twin in "Glamour" red and black, with Watsonian Monarch tourer in matching colours	£354 8 0	YESPA 125 c.c., in red, with Swallow scooter sports single in matching colour	£192 0 0
B.S.A. Super Rocket 650 c.c. Twin, s/arm, in red, with Watsonian Avon sports to match	£361 13 8		

**HOSTS OF SIDECARS OF ALL TYPES DISPLAYED  
IN OUR SIDECAR DEPT.**

ALWAYS A GOOD SELECTION OF GUARANTEED COMBINATIONS AND SOLOS IN STOCK

**IMMEDIATE H.P. TERMS 1/3 DEP.: 24 MONTHS TO PAY**

**PART EXCHANGES FOR CARS, MOTORCYCLES OR SCOOTERS**

# SLOCOMBES OF NEASDEN

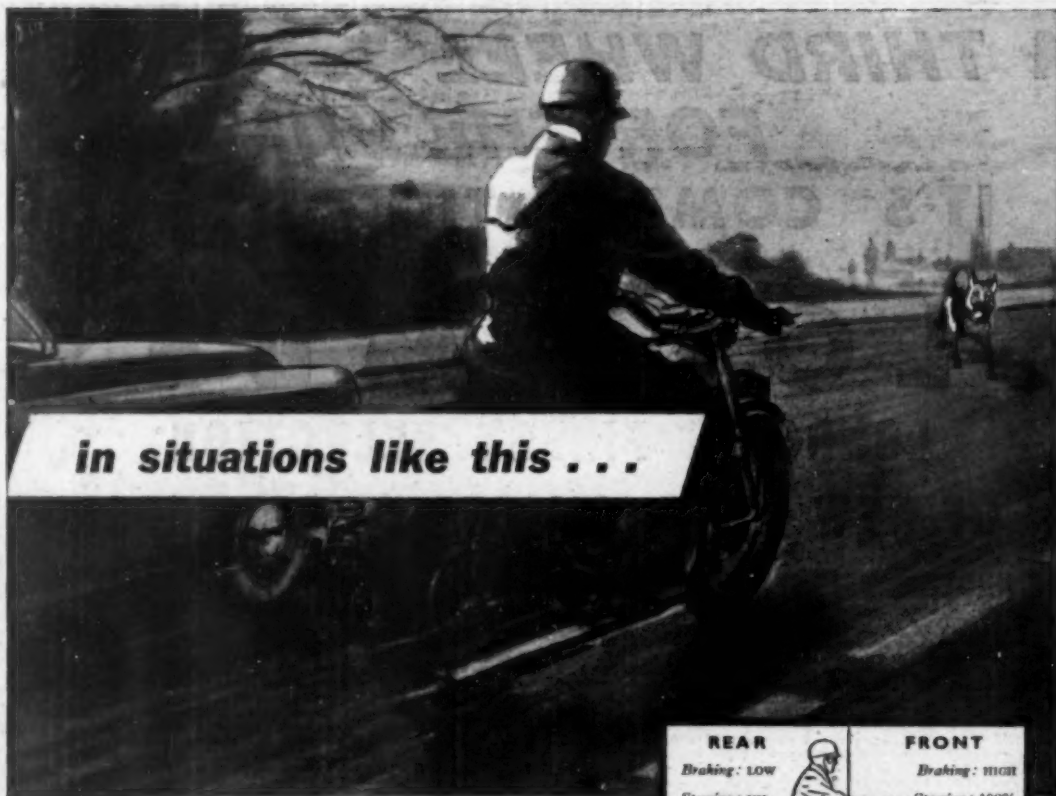
239 · 241 · 243 · 247 · 251 · 253 · 269 · 271 NEASDEN LANE, N.W.10

OPEN: 9-7. 6 p.m. SATS.

PHONE: GLA. 3355 (8 LINES)

SPARES: 1 o'clock THURS





**in situations like this . . .**

Although your power to stop depends largely on your front tyre, additional power and vital directional stability must be contributed by your rear tyre. The surest braking of all comes when your tyres are matched and made as a pair, each tyre designed for the different job each wheel has to do, and designed to be the perfect partner to the other. That is what you get when you ride on Avon Paired Tyres. They make all solo riding safer, give better all round performance, longer tyre life and more positive control than ever before possible.

REAR	FRONT
Braking: LOW	Braking: HIGH
Steering: NIL	Steering: 100%
Traction: 100%	Traction: NIL

*The need for paired tyres—each wheel does a different job*

**you need the safety of**

**AVON**  
**paired**  
tyres

*The ribbed SPEEDMASTER for your front wheel has everything a front tyre should have for positive braking, perfect steering and long, even wear free from 'centre peak'.*

*The studded S.M.—SAFETY MILEAGE for your rear wheel—diagonally grooved for high resistance and maximum braking, round contoured for full power at any cornering angle.*





# THE MOTOR CYCLE

VOLUME 101 NUMBER 2890

Largest Net Sale in the World

THURSDAY

4 September 1958

Editor

HARRY LOUIS

Assistant Editor

GEORGE WILSON

## IN THIS ISSUE

Occasional Comments	272
New B.S.A. Two-fifty	274
Competition Commentary	278
Practising for the Manx Grand Prix	280
The 1959 Excelsiors	284
On the Four Winds	286
Vic Willoughby Discusses Riders' Points	288
Letters to the Editor	291
Holiday Notes	294
Fun with a Prototype 1959 A.J.S. Trials Model	296
British Teams Report for the "International"	298
Sports News	300
General News	301
Club News	302

## Every Thursday 50th Year of Publication

Editorial, Publishing and Advertising Offices: Hiffle and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Telephone: Waterloo 3333. Telegrams: Motorcycle Sedist London. Annual Subscription: Home and Oversea, £2 15s. Canada and U.S.A., \$6. Second-class mail privileges authorized in New York, N.Y.

## Branch Offices

COVENTRY: 9-10, Corporation Street. Telephone: Coventry 25210. BIRMINGHAM: King Edward House, New Street, 2. Telephone: Midland 7191. MANCHESTER: 290, Deansgate. 3. Telephone: Blackfriars 4412; Deansgate 3566. GLASGOW: 29b, Renfield Street, C.2. Telephone: Central 1286.



Aussies in the Isle of Man for the Manx Grand Prix: they are T.T. rider Jim Tompsett, pit crewing for Eric Sullivan, Alan Malm and his pit attendant Alan Handsley

## Manx Grand Prix

EACH year the Manx Grand Prix indicates the health of the racing game in Great Britain. The coming Manx meeting—for which practising started on Monday—has attracted a record entry of no fewer than 236 and, as last year, the organizers were faced with the option of disappointing many entrants or staging an additional event. To their credit they again adopted the second solution. Over 120 newcomers will compete in Saturday's Snaefell Race and those filling the leading places will have the opportunity of riding in the major events next week.

As the habitués know so well, the September races have a singular attraction. They bring together riders whose first thought is to enjoy every minute of practising and racing and they are welcomed by officials who know how to do their jobs in the friendliest manner possible. As a training ground for riders hoping to graduate to classic international racing the Manx G.P. is second to none. Moreover, it is no exaggeration to say that the pre-eminence of British racing men is largely due to the opportunities provided by the Manx Club.

## Lower Interest Rates

TO the layman it is strange that after years of restrictions on credit it should suddenly be so easy to borrow money. The "squeeze" so long endured was intended to curb demand for goods, yet within a few days last week banks had announced personal-loan schemes, large retail store groups had reduced interest rates on hire-purchase transactions to 3½ per cent and a London furniture company had offered interest-free hire-purchase terms. These moves might at first be thought to have no direct connection with motor cycling, but they have. The bank loans are open to private account holders to buy vehicles if they wish. But more significant are the probable repercussions on hire-purchase interest rates for a wide range of goods.

Rates are dictated by how much it costs finance companies to attract working capital and by the nature of the hire-purchase business. Currently around 11½ per cent per annum is charged on motor-cycle transactions, but if the trend towards lowering rates in other fields continues, some reduction is almost certain. (The Finance Houses Association, representing the major companies, had made no announcement at the time this issue went to press.) Motor-cycle sales on hire-purchase react sharply first to the deposit required and secondly to the period permitted for repayment—both of which are controlled by law; thirdly, to the amount of the repayments. A reduction in interest rates—which are not subject to controls—would lower repayments and provide a useful fillip to sales, thus benefiting motor cyclists, dealers and the industry.



Our Midland Editor, Bob Currie, out with his Ariel last May, surveys work in progress—now far advanced—on the motorway to by-pass Meriden, Warwickshire

### Valve Clearances

MOTOR cycles have often turned my face very red, and Jimmy Simpson's article of August 21 reminds me of perhaps the most scarlet occasion. In the average six days' trial of yesteryear one had very little time to tinker. Tyre and belt trouble had converted the first three or four days into something of a nightmare for me, the more so as my engine was steadily losing power. The conditions put no premium on speed in those days but I wondered what was going to happen next. One night over a late supper I mentioned my anxieties to a fellow who was riding a sister mount. He promptly asked if I'd verified my valve clearances since the Monday morning. It was my first trial on an o.h.v. mount and the valve gear was as flimsy as a child's toy. Long experience of the sturdy valves and tappets on side-valve engines had tricked me into assuming that overhead valves would wear just as well. I gasped when I tried those gaps early next morning. In a couple of minutes my engine was back in tip-top form. My pal had been setting his clearances daily.

### Oil Tightness

A READER asks designers to pay rather more attention to the design and manufacture of oil seals on their motor cycles, and not least to their accessibility. He admits that the arrival of oil-resistant synthetic rubbers has reduced oil-seal trouble considerably. Yet, as a hard rider, he has experienced such trouble within recent years on two of the most modern and expensive machines in the list.

### Your Riding Style

THE article on riding style (August 21) by George Wilson deals with no mere matters of looks. Doctors and surgeons today, as you all know, are very fond of talking about discs, whereas their forebears used to prate merely of back-ache and lumbago. My "discs" are in a parlous state. According to my surgeon, the cause is that—perhaps many years ago—I adopted a riding position which held my vertebrae inflexibly. I can remember the exact occasion when this trouble originated. It was in a Scottish Six Days' Trial when I had a mount which steered very badly and was hard to hold at speed over rough stuff. I temporarily pushed the base of the palm of each hand downward, so that the rigid wrists more or less jammed the handlebar in the desired position. That, in turn, made my back rigid; and I feel the results to

this day. It was probably impossible for a man of my weight and inches ever to achieve an ideal position on any standard motor cycle; but I foolishly ignored the main idea on which George Wilson lays such stress: "your posture must be relaxed."

### Imagination Comes First

BOB McINTYRE has written an invaluable handbook for budding motor cyclists in which he underlines the need for never-failing concentration. I think I should almost rank imagination one step above concentration. In a sense the two faculties largely co-operate. If you have once swirled round a blind corner only to find the road blocked from hedge to hedge, thereafter you will always tend to imagine what may lie beyond any such corner. A flock of sheep is

## OCCASIONAL BY

bad enough but at least they furnish soft falling. Instead of sheep you might meet an idiot in a fast car needing a bit more than all the road. Late in the last century I read a lurid report of a car which went out of control down Sun-rising Hill. I imagined myself in that car. I decided that I would (a) attend very carefully to the inflammable external band brakes of the period, (b) descend all steep hills slowly and (c) at the least sign of brake failure, steer into the nearest hedge. Since that resolution I have veered into several hedges, all on occasions when that last resort could not be delayed.

### A Home-made Road

SOME two years ago, when Sir William Slim's magnificent story of the Burma campaign was first published, I described how his pioneers improvised roads in the jungle. They made a causeway, stamping out the earth with their feet, edged it with suitable drainage ditches and rendered its surface waterproof with what they called "bithes," i.e., lengths of hessian soaked in bitumen (bit for bitumen, hes for hessian). I quoted the passage thinking that some of our readers who own small plots of land might be glad to hear of a cheap, serviceable roadway (indeed, several readers made the experiment). The book (*Defeat into Victory*) has just been republished at 3s 6d in a paper-back edition. Any ex-14th Army men among our readers may be glad to know that it is available at such low cost for 448 pages.

### No Parking

THREE sides of the square were crammed with parked vehicles but the fourth looked empty, so Cecil steered his sidecar outfit thither, only to encounter that irritating notice NO PARKING. Cecil had just passed an exam on the

proper use of words. The board struck him as rather vague. So he stalked up to a nearby copper. "What is the precise meaning of that notice?" The copper was at no loss. "It means you can't park that there 'ere." Cecil persisted. "It's a bit vague, isn't it? It ought to define the prescribed area." He got the same answer. Burly but bovine, the cop repeated, "You can't park that there 'ere." Cecil was obstinate. "Yes, but what do you mean by 'ere'? There ought to be a sign of infinity or something. There is not even a statement of authority, such as the mayor or the chief constable . . ." The cop was far too smart to let himself get tangled in a hypothetical debate. His right hand began to move towards his left-hand breast pocket. Hunters say that when a lion begins to lash its tail one should instantly ascend the nearest tree or take careful aim between the lion's eyes. That cop was about to produce a little black notebook. If a policeman's

hand should stray instead towards the skirt of his long blue coat on the right, he is about to draw what the Americans curiously describe as his "night-stick." Go, while the going is good. Cecil went. The cop emitted a hoarse chortle and winked at me. A little later I met Cecil farther along the road. He said he intended to return after dark and paint out the word NO. I warned him that he'd probably do time if he attempted anything so silly.

### A False Supposition

A JAUNDICED critic has been slogging sidecars in a financial paper. He chanced to meet a rather elderly sample conveying two adults and three small children. On examination it transpires that he was actually annoyed at the idea of any company insuring such an outfit, as he concluded that such policies must be answerable for much of the money which companies say they lose on their motoring section. He contrasted the case of a 120m.p.h. Jaguar car with disc brakes which involves excess premiums because of its speed and type. Insurance companies analyse their risks on the basis of a very prolonged experience and they do not find that sidecars necessitate high premiums. On the contrary, in most cases sidecar rates are only half those demanded for solo machines. Sidecar outfits are generally driven rather slowly by husbands very careful for the safety of a wife and young family. They can turn on a sixpence and dodge better than most other vehicles. Their frames have an enormous safety factor.

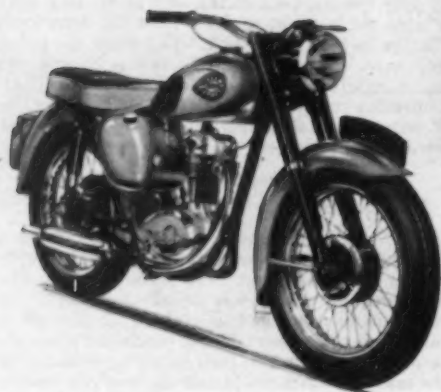
## COMMENTS

### 'IXION'

*To the East, more road building on a gigantic scale is taking place as this aerial view near Collingtree, Northants, shows. The bridge will carry the Northampton-Buckingham road over the motorway*







# Birth of a New

SMART, UNIT-CONSTRUCTION, OVERHEAD-

TWO-FIFTY SINGLE, THE C15 STAR, NOW IN

**C**URIOSITY is at last satisfied. The new B.S.A. lightweight about which rumours have been current for some time is a two-fifty—the C15 Star. It is the latest of a long and distinguished line of 249 c.c. machines which originated in 1923 with the famous round-tank, side-valve model.

But the C15, while retaining the traditional capacity of 249 c.c., is a sleekly modern overhead-valve single already in production. Moreover, it is a genuine lightweight: tipping the scales at 280 lb it weighs some 30 lb less than its predecessor, the C12. As the engine develops 15 b.h.p. at 7,000 r.p.m., the power-to-weight ratio is commendably high.

The low weight has not been achieved by skimping, for the specification is remarkably comprehensive and embraces such features as full-width hubs with a centrally disposed front brake, hydraulic

damping of the front and rear springing, a dual-seat, pillion footrests, a smart headlamp cowl and stylish valanced mudguards.

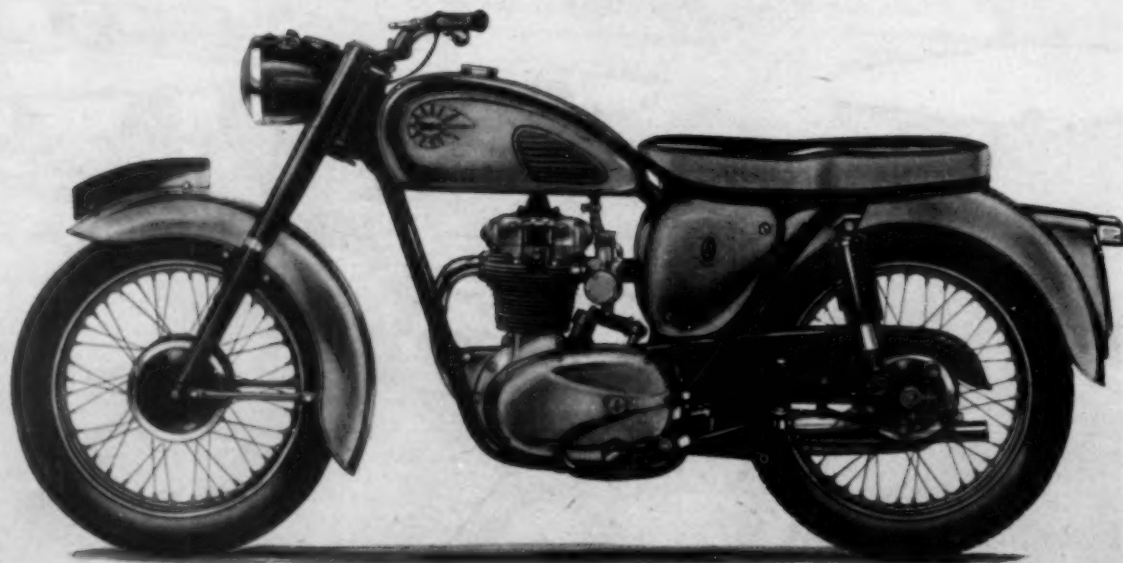
In the main, the saving has been brought about by adopting a smoothly-contoured engine-gear unit in place of the earlier separate engine and gear box, a new departure for B.S.A.s in this capacity class. There are also less obvious weight-saving features. For instance, close coupling of the engine and gear box results in a short primary chain which, since it is of duplex pattern, needs no means of adjustment. An inclined shaft, driven by a multi-start worm on the right-hand mainshaft, operates at its upper end the contact-breaker unit and at its lower end the gear-type oil pump. No external stays are required for the rear mudguard, approximately half of which is a cantilever.

Perhaps the most striking feature of the C15 Star is the smart little power unit. It

is attached to the frame at three points: at the front and bottom of the crankcase and rear of the gear box. Of cast iron, the cylinder barrel is generously finned and is deeply spigoted into the crankcase. The bore is 67mm and the stroke 70mm. The light-alloy cylinder head is a pressure die casting incorporating valve-seat inserts of austenitic iron. Embodied in the head is a pushrod tunnel around which the horizontal finning extends. In addition, there are diagonal, vertical fins over the combustion chamber.

Both cylinder head and barrel are held down by nuts on four long studs extending upward from the crankcase. The studs, of course, pass through drillings in the finning and are therefore unobtrusive. The exhaust stub is a short steel tube screwed into the head and slightly offset to the right.

Also a die casting, the rocker box has





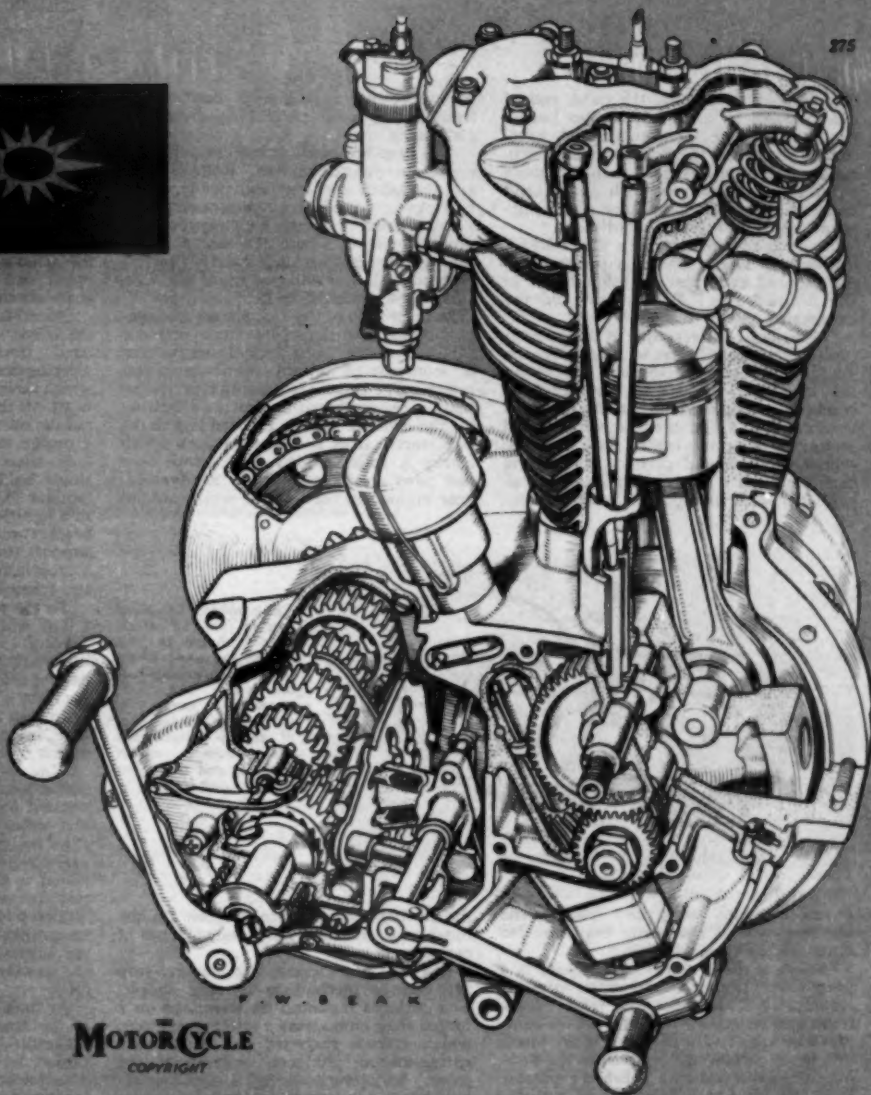
# Star



VALVE B.S.A.

PRODUCTION

*The C15 engine is very different from its predecessor, the C12; it has an appreciably larger bore, a light-alloy cylinder head and a plain big-end bearing. The four-speed gear box is in unit and has an unusually simple positive-stop foot-change mechanism*



a polished inspection cover secured by a single screw. It has (like the screws securing the primary chaincase and timing covers) a cruciform slot, less susceptible to damage than the more usual single slot. A suitable screwdriver is included in the tool kit. Valve clearance adjustment is effected through orifices at the front and rear of the rocker box closed by slotted-head, screw-in plugs.

The adjusting screws in the rocker arms have square ends and the feet of the screws, in contact with the valve stems, are Stellite-tipped to minimize wear. A Stellite pad is also brazed to the stem of the exhaust valve which is of KE965 steel. Since the inlet valve operates at a lower temperature, chrome-silicone steel is specified and the stem tip is case hardened, again to resist wear.

Lubrication of the rocker gear is effected through an external pipe which leads from a junction with the oil return line at the base of the oil tank. Through banjo unions the oil is delivered to the rocker spindles and thence by drillways in the rocker arms to the pushrod cups; the pushrods are tubular and of Duralmin. Excess oil drains through the pushrod tunnel and through a chromium-plated tube which encloses the lower ends of the pushrods to the timing gear, thence to the base of the crankcase.

The built-up crankshaft incorporates cast-iron flywheels; in the right-hand flywheel is a sludge trap. Supporting the drive-side mainshaft is a ball journal bearing, outboard of which is a garter-type oil seal. The shaft carries the duplex chain sprocket and the rotor of a Lucas RM13 alternator, the stator of which is fitted on

the outer face of the crankcase casting and is located by a spigot.

On the timing side the mainshaft is carried in a steel-backed, copper-lead bearing, beyond which are the multi-start worm and the timing pinion. (Incidentally, the shaft driven by the worm is slotted top and bottom for engagement with tongues on the contact-breaker and oil-pump spindles. The body of the contact-breaker unit is secured by a clip concealed within the crankcase casting; release is effected by slackening what appears to be one of the timing-cover screws.)

Short in length and directly above the mainshaft, the camshaft has two cams on which the tappets, vertically disposed, bear direct. Economical in space, the arrangement has the further advantage of relatively short pushrods. An inner cover in

cast light alloy supports the outer end of the camshaft in a bush (and also houses bearings for the kick-starter and gear-change shafts and the gear-box mainshaft). An attractive finish is given to the assembly by a cast outer cover with raised and polished edges and embellished with a star-shape, chromium-plated emblem.

The big-end bearing is a steel-backed, lead-bronze sleeve which is pressed into the big-end eye, then precision bored to the finished size. At its small end the connecting rod is bushed.

Oil from the delivery side of the pump is forced through drillways to the timing-side main bearing, thence through oilways in the mainshaft, right-hand flywheel and crankpin to the big-end bearing. Housed in the front of the crankcase right-hand casting is a spring-loaded ball valve to relieve pressure and permit excess oil to drain through a gauze filter into a small sump below the pump. The crankcase also

by unscrewing a plug with slotted head from the chaincase cover. Final drive is by  $\frac{1}{2} \times 0.305$  in chain.

The gear-box shell is integral with the crankcase right-hand half. Both layshaft and mainshaft are short and sturdy. Plain bearings are used throughout except for a ball journal bearing which supports the top-gear sleeve; where the sleeve passes through the gear-box shell there is a garter-type oil seal. Overall gear ratios are 5.98, 7.65, 10.54 and 15.96 to 1.

In the design of the kick-starter mechanism there is a departure from previous B.S.A. practice. The kick-starter ratchet is incorporated within the bottom-gear pinion. The pedal is of folding type and its shaft is counterbored to provide a bearing for the layshaft. At the inboard end of the kick-starter shaft is formed a boss which carries a spring-loaded pawl. Both boss and pawl are located within the bottom-gear pinion, on the bore of which are cut

site gear change, the same procedure takes place in reverse.

Two cam tracks in the cam plate are engaged by pegs projecting from the striker forks which actuate the sliding gears. The striker forks slide on a common transverse spindle. Positive location of each gear position is by means of the curved lower end of a flat steel spring engaging with notches in the remote edge of the cam plate. At its upper end the spring is anchored to the gear-box shell.

Brazed-lug construction is employed for the frame which is of tubular, cradle pattern. Into the massive, malleable-iron steering-head lug is brazed a top tube which inclines rearward, then curves downward at the dual-seat nose to form the saddle tube. On its upper run are, first, a bridge to support the front of the fuel tank, then a slotted bracket to locate the single holding-down bolt for the tank (a familiar B.S.A. feature now incorporated in a lightweight for the first time), a small bracket which carries a rubber buffer to support the rear of the tank and, finally, a cross-tube lug to which is attached the sub-frame loop.

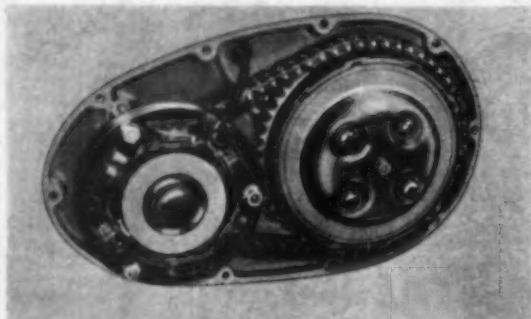
To the rear of the saddle tube is brazed a lug which carries the rear-fork pivot bearing. The saddle tube terminates in a lug which bridges the cradle tubes. At the base of the front down tube is a bifurcated lug from which the cradle tubes curve rearward then run horizontally past the saddle-tube bridge to form mountings for the pillion footrests and the silencer.

The rear sub-frame comprises a horizontal loop (slightly asymmetrical to compensate for the chain line) bolted to the seat-nose lug and two diagonal, tubular stays anchored at their lower ends by a bolt passing through the rear-fork pivot spindle, which is hollow. The loop, which at its rear end supports the mudguard, is largely hidden by the skirt of the dual-seat. Upper mountings for the Girling rear spring units are fabricated in steel plate and welded at the junction of the inclined tubes with the loop.

At their forward ends the tubular arms of the rear fork are brazed into a heavy, malleable-iron bridge from which bosses project forward to straddle the pivot lug. The bosses are provided with phosphor-bronze bushes. Slotted fork ends to carry the wheel spindle are welded into the rear of the fork arms.

Diameter of both wheels is 17 in and the Dunlop tyres are of 3.25 in section, ribbed front, studded rear. The hubs, like those adopted for the larger B.S.A.s last year, are of cast iron, ribbed to dissipate heat, and provided with flanges serrated internally for straight spokes. In each case the brake plate is a light-alloy casting with black-enamelled centre and a raised and polished rim. A matching cover plate with chromium-plated rim is fitted to the opposite end of the hub. Both brakes are of 6 in diameter.

Use of an internally-serrated spoke flange at the right-hand side of the front hub dictates that the brake-drum surface, machined inside the hub shell, is carried much farther in than is normal and the shoes are therefore disposed almost on the centre line of the wheel. On the rear wheel the brake drum is integral with the sprocket.



The crankcase left-hand casting (part of which is not shown in this special picture) forms the chaincase inner half on which the A.C. generator stator is mounted. The chain is of duplex pattern and the integral clutch sprocket and drum are of cast iron.

drains into this sump and from it the scavenge side of the pump draws oil for return to the tank.

Crown of the piston is in the shape of a steep-sided, truncated cone with fore and aft cutaways to clear the valve heads. Compression ratio is 7.25 to 1. Two compression rings and a scraper ring are fitted.

A smart appearance is given to the driving side of the unit by a polished chaincase in light alloy which forms an oil bath for the primary drive. The duplex chain is of  $\frac{1}{2}$  in pitch and comprises 70 links. The drive is taken to a sprocket integral with the clutch drum in close-grained cast iron. Advantage is taken of this unusual method of construction to provide the drum with shrouded, machined slots (strengthened by local thickening of the drum periphery) in which engage the tongues of the clutch driving plates.

There are four driving and five driven plates. The driving plates have friction pads of resilient cork composition bonded in place. The clutch centre unit embodies a vane-type shock absorber with rubber blocks sandwiched between the vanes of the driving and driven members.

In orthodox manner the clutch thrust rod passes through the hollow mainshaft. The clutch-operating lever is completely enclosed within the gear box and clutch adjustment is by means of a screw and lock nut in the centre of the pressure plate. Easy access to the adjusting screw is gained

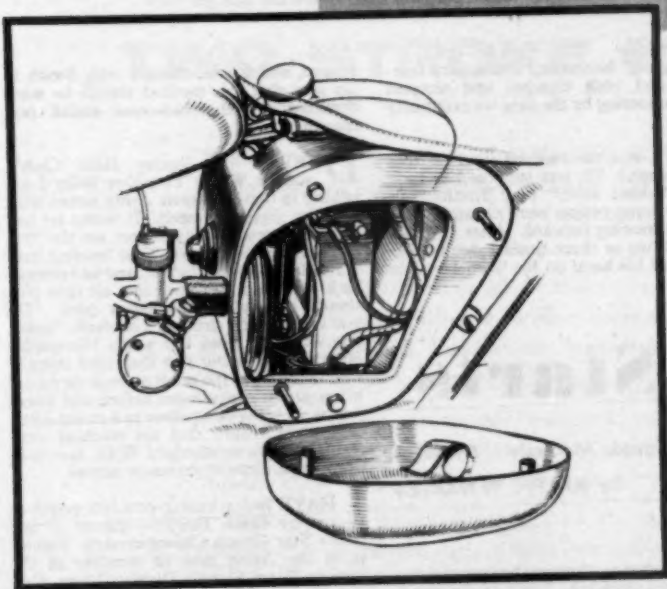
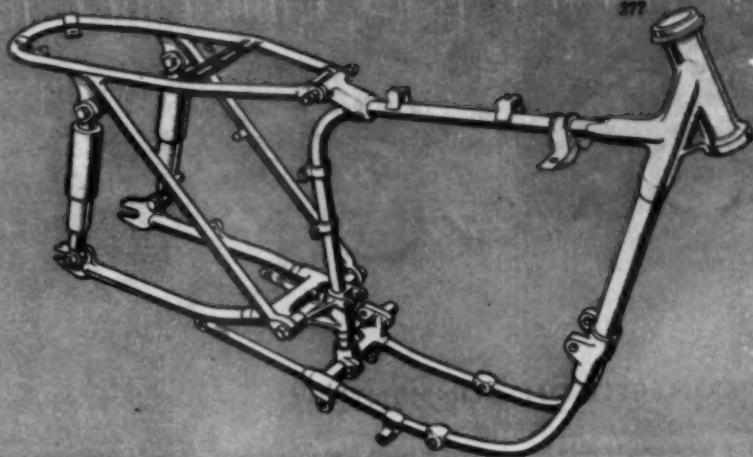
the ratchet teeth. A striker plate on the inner cover normally holds the pawl out of engagement.

Also of new design, the positive-stop gear-change mechanism is very simple. The pedal is mounted on serrations on a forged shaft embodying a selector quadrant which extends rearward and houses two spring-loaded plungers, one above the other. An upward extension of the quadrant has a peg projecting from its remote face. The peg lies between the arms of a self-centring, hairpin spring. Each of the spring-loaded plungers has one inclined and one flat face so arranged that the flat faces are towards each other. The plungers engage in slots in a triangular cam plate pivoted in the vertical plane at right angles to the quadrant; there are four slots.

When the pedal is depressed, the quadrant moves upward in an arc and the flat face of the lower plunger raises the cam plate. At the same time the inclined face of the upper plunger allows it to ride clear of the cam-plate slot in which it was engaged. When the pedal is released (so that it and the quadrant are returned to the mid position by the self-centring spring), the inclined face of the lower plunger allows it to ride out of its cam-plate slot and travel down to engage the next lower slot in readiness for the next gear change; simultaneously, of course, the upper plunger follows suit. It will be apparent that when the pedal is raised for an oppo-

The frame is of mainly brazed-up construction, with a large-diameter down tube. Duplex cradle tubes extend rearward to carry the pillion footrests, and the rear sub-frame is bolted on.

Air filter, battery and horn are mounted behind a curved panel linking the tool container and the oil tank. The tool roll fits in a spring clip inside the domed lid.



New throughout is the telescopic front fork. The springs are exceptionally long and of low rate. At its lower end each spring is attached to a taper restrictor column. Damping on compression is achieved by progressive closing of an annular oil passage formed by the clearance between the restrictor column and a ring screwed into the base of the main tube. Two-way damping is featured: on rebound the oil which has been forced upward into the fork tube escapes gradually through a series of holes and so into the lower part of the leg.

Simple and tidy, the headlamp mounting, like those of the bigger B.S.A. models, comprises a flat-fronted shroud enclosing the upper parts of the fork stanchions and, projecting forward from it, a headlamp shell. A pressed-steel cap covers the fork upper yoke to give a neat finishing touch. Chromium-plated flashes at each side of

the lamp shell and a plated ring which shields the joint between the shell and the fork shroud lend a touch of distinction. The lamp shell houses a 6in-diameter, pre-focus light unit. Inset in the upper surface is an illuminated speedometer, forward of which is, to the left, an ammeter and to the right, the lighting switch.

Of four-pint capacity, the oil tank is mounted in the conventional position on the right of the saddle tube. On the left is a pressed-steel tool container of matching shape. Linking the oil tank and the container at the front is a curved panel which gives a unified appearance to the mid-section of the model. Mounted on the panel are the ignition switch and air cleaner. The switch has normal off, on and emergency-start positions and is of rotary pattern; there is no detachable key. The air cleaner is a flat, disc-type unit with oil-wetted, curled-nylon element. A rubber

tube couples it to the Type 375/74 Amal Monobloc carburettor.

Clips on the saddle tube secure the battery mounting bracket. On it is a Lucas battery of 12-ampere-hour rating which has a translucent polystyrene case. Above the battery and hidden by the panel is the electric horn. The tool roll is held by a spring clip inside the container lid and the lid, in turn, is fastened by two screws with coin-slot heads. A full-wave selenium rectifier is mounted beneath the dual-seat.

Holding 2½ gallons, the petrol tank, as mentioned previously, is secured by a single bolt to the top of the frame tube and a rubber plug, with raised B.S.A. motif, closes the fixing-bolt recess on the upper surface. Tank construction is in three parts, with the two longitudinal seam welds covered by chromium-plated strips. A striking effect is given to the side panels by an embossed flash which emphasizes the new streamlined shape of the plastic badge.

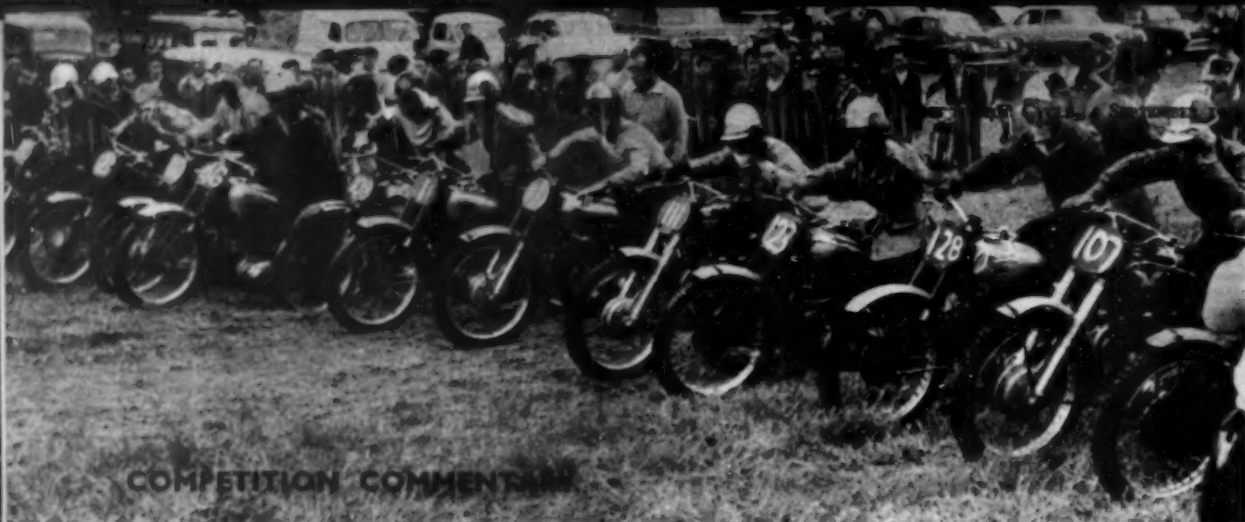
Adjustment for position of the handlebar is obtained by rotating it in its clamp. The lever pivot blocks are welded to the bar and a useful rider's point is that knurled cable-adjusting nuts are provided on the clutch and front-brake levers.

The valance of the front mudguard increases in depth towards its base and should offer good protection from tyre spray on wet roads. Strays are fitted to the lower part of the guard only. Nominal wheelbase of the C15 Star is 51½in. The 17in wheels and compact build result in a seat height of 30in. Ground clearance is 5in.

Finish of the frame and front fork is in black enamel and the dual-seat is in a distinguished two-tone grey. Alternative finishes of fuchsia red or light turquoise green may be specified for the fuel tank, oil tank, tool-box assembly and mudguards.

Basic price is £137 17s 6d and the total price, including British purchase tax, is £172. A prop stand, supplied at extra cost, will shortly be available. The manufacturers are B.S.A. Motor Cycles, Ltd., Armoury Road, Small Heath, Birmingham, 11.





## COMPETITION COMMENTARY

*A live-engine, hand-on-helmet start at a Sidcup Club scramble—No. 31 would appear to be a trifle ahead of the rest! This method was used at the Swedish Moto-Cross Grand Prix when there were no fewer than seven false starts before the field got away.*

**L**AST March, as readers may recall, I was embroiled in heated correspondence with two young scramblers—Michael Jackson from Southampton, and Gordon Hughes from Crewe. The subject was scrambles starts, and my two correspondents had exactly opposing views. Jackson advocated the dead-engine start, riders astride machines; Hughes advocated the live-engine start, left hands on helmets. From personal experience gained as starter at many national scrambles I have no hesi-

well imagine," he wrote, "it was very frustrating—and both clutches and tempers were smouldering by the time we eventually got away."

**W**HAT was the method used on that occasion? "It was supposed to be a hand-on-helmet start," said Smith, "but obviously some people were cheating—for they kept moving forward. After this had happened two or three times I don't think anyone had his hand on his helmet! This

system, and I side strongly with Smith in his plea that this method should be standardized at all moto-cross grand prix meetings.

**D**URING the Surrey Hills Club's aquatic Welsh Two-Day Rally I got talking to that inveterate Army award winner, Sgt. Fred Gamwell. It seems he had just been reading my report on the first International Six Days' Trial briefing held at Reading the week before, and had noticed Jack Stocker's insistence that all split pins should be replaced by safety pins. "Do you remember," grinned Gamwell, "that I was excluded from last year's Hampshire Hundred for doing just that very thing?" I do indeed, but the point at issue then (and it has arisen many times before and since) is that an Army competitor in a motor-cycle trial must ensure that his machine conforms exactly to standard W.D. specification—regardless of common sense!

# Scrambles Starts

*Jeff Smith Suggests there are Only Two Unjumpable Methods: National Servicemen's Problems*

By RALPH VENABLES

tation in saying that Jackson's preference for a dead-engine start is well founded (at least from the organizer's point of view), but I know many riders who plump for a clutch start. "Of course," said one of our most experienced moto-cross exponents, "a clutch start is doomed to failure if the flag marshal is a man of weak character! He must remain in full control or the riders are bound to creep forward; starting lights are better than a flag waver in this respect."

**B**UT the inadequacy of starting lights was demonstrated to 58,000 people at Hawkstone Park when the British Moto-Cross Grand Prix was marred by three false starts a couple of months ago. That was bad enough, but what price the seven false starts at the Swedish Moto-Cross Grand Prix last month? As soon as he got home from Sweden, Jeff Smith wrote to me at great length on the subject of scrambles starts in general and the Swedish chaos in particular—and he revealed that at Uddevalla the seven false starts occupied nearly a quarter of an hour. "As you can

method is open to abuse at the best of times and is a nerve-racking business for riders as well as officials. Unless a very firm grip is kept on the situation a fracas can develop—as it did at Uddevalla." That is clearly true, and never have I witnessed a hand-on-helmet start where all riders played the game.

**I**N Jeff's opinion there are only two methods of starting which are completely fair (or "unjumpable," as he puts it). The first is dead engines, riders astride machines—which is what I have always advocated and what Smith himself prefers. The second is to have a starting "gate" (of cord or strong tape) which prevents creeping forward more than a few inches. But what happens when the cord is whipped away? No amount of ingenuity with elastic will ensure that the cord is pulled entirely clear, and even a pukka horse-racing gate has been known to get entangled with the riders and machines when used at a scramble. No, all things considered, a dead-engine start is the only cheat-proof

**I** HAVE had a knotty problem posed to me by Brian Fowler—winner of last year's Star Group Championship. Fowler is in the Army now (a member of the famous Royal Signals Display Team, Caterick), and throughout the whole of this year he has had difficulty in getting sufficient notification of a weekend pass to enable him to enter a trial. He is in the same boat as hundreds of other young servicemen, so it is a problem which confronts them all. Should they enter a forthcoming trial and hope to get leave—or should they try to enter at the start?

**F**OR the first few months Fowler tried the former policy, and one actual ride cost him a total of £3 in wasted entry fees! Organizers never agreed to refund the money, so next he tried entering at the start. What happened then? By paying his full entry fees he was allowed to ride—but not for an award. Daylight robbery, did somebody say? Surely the A.C.U. could issue a recommendation to cover the case of servicemen wishing to enter events at short notice? A refund of entry fees to non-starters would be the simplest solution, always providing that the privilege was not abused.



More than double your mileage  
between de-cokes with



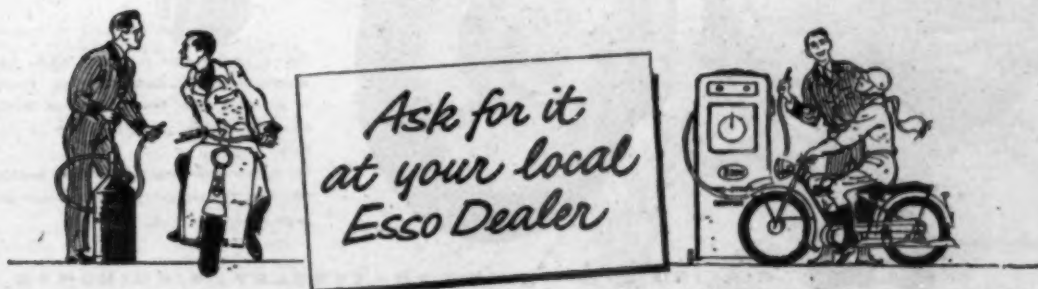
## TWO STROKE MOTOR OIL

**Y**ES, this is the plain truth about Esso Two Stroke Motor Oil . . . it more than doubles your mileage between de-cokes! And the reason for this outstanding performance is simply that Esso Two Stroke Motor Oil cuts carbon formation and minimises fouling of plugs and ports.

But that's not all. Esso Two Stroke Motor Oil gives you longer engine life, plus better starting, plus smoother running because it is self-mixing and blends instantly in your tank. Furthermore, it stays blended and does not separate out like ordinary motor oils, so your engine is always fully protected.

No wonder leading British and Continental two-stroke engine manufacturers recommend Esso Two Stroke Motor Oil. They have proved for themselves that it is the finest oil there is for two-stroke engines.

The very next time you fill up, look for the Esso Two Stroke Motor Oil Dispenser or for the ready-mixed Esso Petrol/Esso Two Stroke Motor Oil Pump. You can also buy Esso Two Stroke Motor Oil in handy pint and quart cans if you prefer.

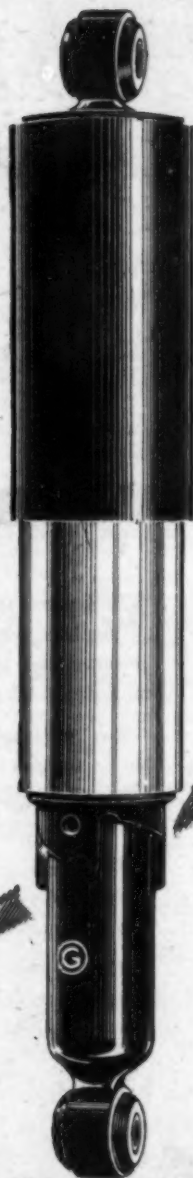
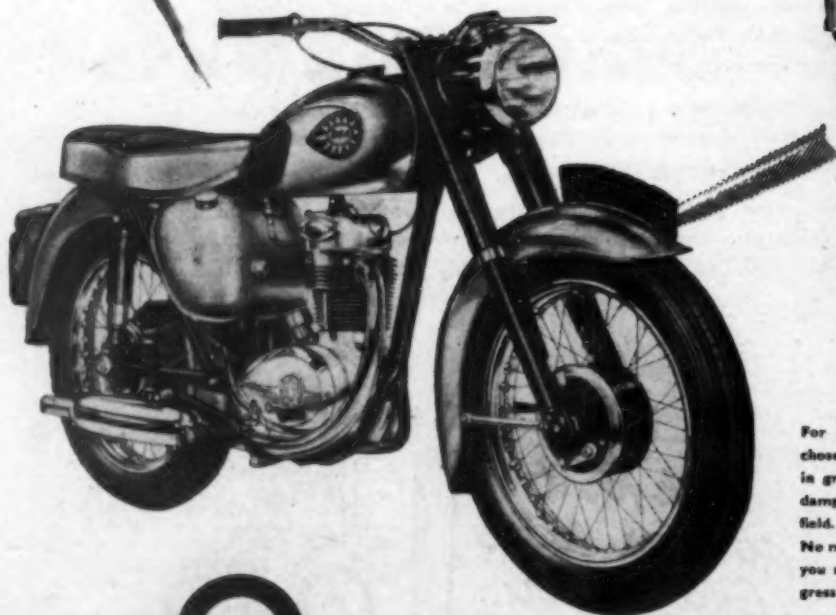


# GIRLING

## SUSPENSION UNITS

smooth the way  
of the NEW

**BSA** 250 c.c.  
**STAR**



For a superb new machine, B.S.A. have chosen the world's finest dampers. Proved in gruelling races the world over, Girling dampers are indisputably leaders in their field.

No matter where you ride, or what machine you ride, Girling dampers make your progress smooth and safe.



GIRLING LTD • KINGS RD • TYSELEY • BIRMINGHAM 11

# The Test



**P. C. RAE, a Schoolboy, Describes How He Faced  
the M.o.T. Examiner—and what Befell**

**T**HE weather could not have been much worse, even for December. Rain was beating down on my ancient B.S.A. Water swirled along the gutter and washed around the worn tyres. It was mid-afternoon and already growing dark. I felt cold and miserable. What a day to take my driving test! I shivered.

"Stand by your bike," the examiner had said, "and I'll be out as soon as I've put on my hat and coat." He had looked annoyed at having to come out on such an afternoon. At least he hadn't to ride a motor cycle, I thought. Water was by then blowing off the peak of my safety helmet into my eyes. I dashed it away with the back of my gauntlet. "I must pass," I said aloud.

"I beg your pardon?" said the examiner.

"Nothing," I replied, feeling embarrassed. He looked at my B.S.A. with some mistrust.

"How old is it?" he asked.

"1939."

"Brakes in good order?"

"Yes." (Did he think I was an idiot?)

He was still staring at my model. I could see he didn't like motor cyclists in general—and schoolboys on old machines in particular. If only the bike behaved, I thought, as I watched rain dripping from the tank on to the carburettor.

The examiner still stood in silence. He looked very large and oppressive in his overcoat and trilby hat. What was it my friends had said? Don't have the one with the moustache! I watched the examiner stroking his neat, fair moustache. Just my luck.

At last he spoke. "Let's see what you can do, then. I want you to ride

up to the T-junction, turn right, then right again at the policeman. First right after that will bring you back here. By the way, when I raise my hand I want you to stop as quickly as you can."

So this was what I had been waiting for these past five weeks. My father's advice came flooding back to me: "Pull out to the middle of the road early . . . signal in good time . . . both brakes at once." My mind was in a whirl. I felt confused and weak at the knees. If I passed I would be able to take John to North Wales. If I failed . . . I pulled myself together and bumped the machine off its stand.

The engine started first kick. I nearly cheered. Abruptly it faded. I kicked again. Not a sound. He'll fail me if it won't start, I thought, as I kicked again. Still nothing!

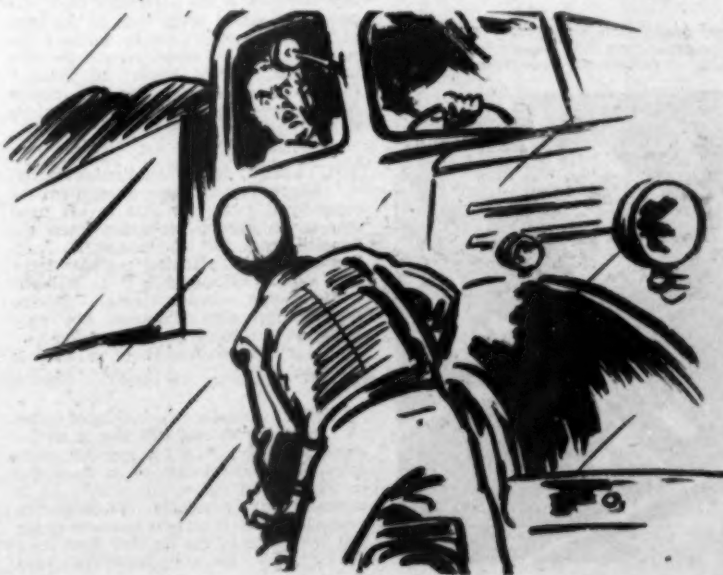
"Have you turned on the petrol?" asked the examiner indifferently. He was tugging at that moustache again. There was no need to reply. I turned on the tap, kicked over and the engine started. I sat and thought what a mess I was making of the whole thing. I wasn't doing my best. Gritting my teeth, I pulled out the clutch, crunched into bottom gear and rattled off down the road.

One circuit was completed without incident and when I passed the examiner for the second time I was feeling more confident. At the halt sign at the T-junction I pulled up in the middle of the road. A lorry was coming out of the turning on my left. Suddenly it turned right and, cutting the corner, came straight towards me. It stopped within inches of my front wheel. An angry head poked from the cab and shouted: "Get that scrap-heap off the road." Hurriedly I paddled backward and the engine cut out. I had stalled on my test. For a moment I saw the examiner watching me from barely 50 yards astern and thought: all I can do now is fall off—he is bound to fail me anyway. Then I heard the examiner telling me to carry on.

Once more I rode round the square. I had my foot poised over the brake pedal and my hand on the front-brake lever ready for the emergency stop. The road behind was clear. The examiner was not watching me but I had my eye on him. Suddenly he raised his hand. On went the brakes. Too late I saw the patch of oil!

The examiner was looking sadly down at me. I had done my worst, I thought angrily. All this to go through again—and the bicycle bent into the bargain. "Come inside," he said.

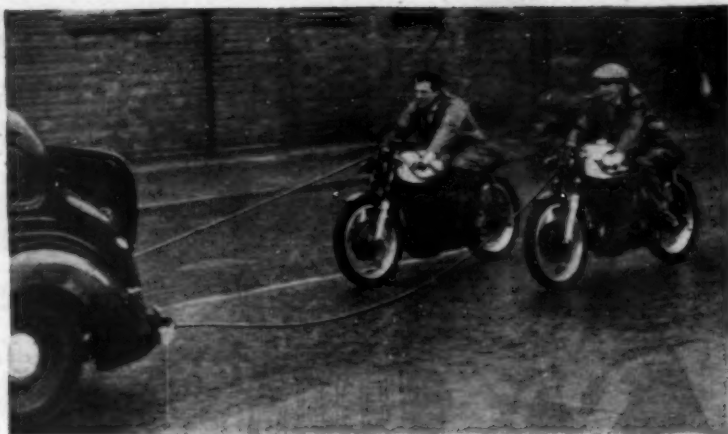
I answered the questions on the Highway Code without thinking. His voice droned on. "Take this form to the Town Hall," he was saying, "and then you can get rid of those L plates. Don't worry about the lorry driver: he was in the wrong. And the oil was my fault—I should have checked. By the way, if you're not busy on Sunday morning, come round and try my six-fifty twin. Here's my address."





# "Per Ardua ad Mona"

*En route from the quayside to their garage, two Liverpool competitors, Ken Barfoot (left) and John Dunne, make use of a tow*



## Butcher, Baker, Candlestick Maker—Manx Grand Prix and Snaefell Race Practice Attracts Record Number of Riders From all Walks of Life to the Isle of Man Mountain Course

**I**F it be true that the sun shines on the righteous, no further proof is needed of the integrity of this year's Manx Grand Prix riders. As the bulk of the 236 entrants, with their helpers and supporters, converged on the Liverpool and Fleetwood docks last weekend, the heavy rain-clouds which have been such a dispiriting feature of the summer parted as if by magic to let through bursts of glorious sunshine. To be sure, the odd spot of rock 'n' roll disturbed the equilibrium of the boats which bore their precious cargoes of racing machines across the Irish sea to Douglas, but it would have

*Geoff Monty finds little difficulty in removing a valve spring from Ellis Boyce's Junior Norton with his special compressor*



taken much worse conditions to suppress the prevalent atmosphere of expectant enthusiasm.

**EVERY** September it is the same, for the camaraderie of the M.G.P. is a vital element in its glowing tradition and must be experienced to be appreciated to the full. For the most part the riders are a carefree bunch, enjoying a sporting holiday on the world's greatest road-race course, though here and there is a really earnest youngster using the meeting as a stepping-stone to the T.T. Races. Probably the spirit of the September series was never epitomized better than on the front of Peter Alexander's safety helmet: beneath the City of London crest is the terse inscription, "Per Ardua ad Mona." (Alexander is entered for the Senior M.G.P. on a Gold Star B.S.A. belonging to his friend Bob Carter.)

**B**UTCHER, baker, candlestick maker. Almost literally those occupations are represented each year and so are most others. A random selection from the Snaefell entry lists shows that R. J. E. Rowles is chief planning engineer for a gold mine in Ghana while P. L. Wilby is a Manchester window cleaner. Rowles rides a three-fifty Velocette but poor Wilby will probably be a non-starter as a result of non-availability of a suitable machine.

**T**HERE is usually a sprinkling of riders from overseas and this year is no exception. Ralph Fox, for instance, hails from New York though, as an electrician in the United States Air Force, he is stationed near Cambridge. Twenty-seven years old, Fox is in his first season of racing and is entered in the Snaefell Race on a 348 c.c. A.J.S. He is one American who is

not in a hurry to get back to U.S.A., for he says there is no fun out there to compare with road racing.

**A**USTRALIA, prolific breeder of racing men, is represented by three riders—all in the Snaefell 350 c.c. Race. There is Eric Sullivan, a 28-year-old storeman from Merrylands, near Sydney. In June he played the role of pit attendant for his pal Jim Tompsett; now Sullivan rides Tompsett's three-fifty A.J.S. while the owner wields the spanners. The other two "diggers" are Alan Malam, a 23-year-old diesel mechanic from New South Wales, and W. D. Cooper, 25, a photographer who hails from Melbourne; both ride 348 c.c. B.S.A.s.

**EX-M.G.P.-WINNER** Don Crossley's coach tours of the course have become an institution. This year two tours were laid on especially for the newcomers (last Sunday afternoon and evening) and a third outing was open to riders in all races and took place on Monday afternoon. All three runs were well attended.

**T**HERE is always some glamour in the names of the travelling marshals and this year more than usual. Everyone is delighted to see Alastair King on duty, fully recovered from the Kirkmichael crash which robbed him of second place in the final lap of the Senior T.T. last June. Then there is Austin Munks, winner of the Junior M.G.P. way back in 1933, the Junior and the Senior in 1936 and the Lightweight in 1947. The other four travelling marshals are Ewen Haldane, Jackie Wood, Peter Crebbin and Jimmy Linsky. Wood, incidentally, is using the prototype G50 Matchless five-hundred single which he rode in the Ulster Grand Prix last month.

## Manx Week

**Saturday, September 6**—Snaefell Race (for newcomers), 2.45 p.m.; 350 c.c. and 500 c.c. classes run concurrently; four laps, Mountain course, 150.92 miles

**Tuesday, September 9**—Junior Manx Grand Prix (350 c.c.), 10.45 a.m.; six laps, Mountain course, 226.38 miles

**Thursday, September 11**—Senior Manx Grand Prix (500 c.c.), 10.45 a.m.; six laps, Mountain course, 226.38 miles

*John Hurlstone (Norton) slips the clutch and keeps the engine revving as he rounds Governor's Bridge during an early morning session*



THE Manx Club has always prided itself on the amateur status of its September races. Indeed, for the past four years the regulations have included a specific ban on factory models and factory aid. But not every rider is an expert tuner and a number of ambitious entrants who lack the time, skill or inclination to fettle their own models have them prepared by specialists such as Francis Beart or Steve Lancefield.

ONE of these ambitious youngsters is Peter Middleton from Wakefield, who finished second in last year's Newcomers'

500 c.c. Race on a Norton and took ninth place in the Senior M.G.P. three days later. Middleton's 499 c.c. Norton engine is Beart tuned, as it has been all this season. And in the Junior race Middleton will ride a Norton which Beart has modified from stem to stern.

THOUGH Beart is always busy tuning Norton engines (for 500 c.c. cars as well as for motor cycles), Middleton's Junior mount is the first complete machine he has prepared for the M.G.P. for six years. To those whose memories go back that far there is no mistaking the

## ENTRIES FOR SATURDAY

### Snaefell Junior (350 c.c.) Race

Rider	Machine	Club	Rider	Machine	Club	Rider	Machine	Club
J. M. Adam	Norton	Sternston	R. E. Fox	A.J.S.	Matchless	P. W. Read	Norton	B.M.C.R.C.
W. J. Almond	B.S.A.	B.M.C.R.C.	J. Fryer	B.S.A.	Glasgow Mercury	V. Reilly	A.J.S.	North Liverpool
B. F. Allen	Norton	Ely	A. K. Gardner	B.S.A.	Wolverhampton	N. Robertson	B.S.A.	Glasgow Lion
R. M. Ascott	Douglas	London Douglas	A. B. Gill	Velocette	Louth	G. B. Rudd	Norton	B.M.C.R.C.
M. A. Athin	B.S.A.	B.M.C.R.C.	J. H. T. Gribben	B.S.A.	Peveril	R. B. Russell	Norton	B.M.C.R.C.
K. Bennister	Norton	Oldham Ace	A. Higginson	B.S.A.	B.M.C.R.C.	R. E. Rowles	Valocette	Westminster Racing
K. Barfoot	Norton	South Liverpool	A. Hinton	B.S.A.	Hawick and Border	G. Seward	Norton	Double Five (Kent)
E. W. Barnes	A.J.S.	North-East London	W. F. J. Holley	B.S.A.	Metropolitan Police	W. Siddle	B.S.A.	Pyramid
D. J. Beckett	B.S.A.	Shirley	J. R. Hudson	Velocette	St. Helens	D. W. Smith	A.J.S.	Avon Valley
G. Bell	Norton	Whitehaven	J. Hutchinson	B.S.A.	Waverley	R. Smith	B.S.A.	Burton
G. D. Bell	Norton	Stratton Delaval	E. A. Johnson	B.S.A.	Tynemouth	J. C. Smith	A.J.S.	Westminster Racing
R. Bisbey	A.J.S.	Wolverhampton	M. Johnson	B.S.A.	Wirral 100	D. F. Shorpy	Norton	Benbury Nobac
N. Bramhall	A.J.S.	Buxton	N. Jones	A.J.S.	Border	T. Sugden	Norton	Doncaster
G. E. Briggs	B.S.A.	North Lancashire	A. F. Laing	B.S.A.	Dublin	E. W. Sullivan	A.J.S.	Fairfield
W. Brock	B.S.A.	Wirral 100	M. MacDonnell	B.S.A.	Merseyside	G. A. Sutherland	Norton	Stevenston
T. Brown	Norton	Sidcup	J. McGuire	Norton	Mayfield (Australia)	N. F. Sweetnam	B.S.A.	Wirral 100
T. W. Brown	B.S.A.	Louth	A. D. Malam	B.S.A.	Westmorland	J. G. Tweddell	Norton	B.M.C.R.C.
J. W. Buxham	B.S.A.	Louth	D. Maskell	Velocette	Kirkcaldy	P. H. Tyack	A.J.S.	Territorial Army
E. Carter	B.S.A.	B.M.C.R.C.	W. Milne	B.S.A.	H.L. Urquhart	H. L. Urquhart	A.J.S.	Sidcup
R. Chambers	A.J.S.	B.M.C.R.C.	R. Minto	Norton	D. L. Waite	D. L. Waite	B.S.A.	Leicester Overy
A. E. Clarke	A.J.S.	Westminster Racing	T. R. Muir	A.J.S.	T. Walker	I. P. Wallace	Norton	Louth
W. D. Cooper	B.S.A.	Harley Victoria (Australia)	J. L. Payne	Norton	Windsor	J. W. Waller	A.J.S.	Loch Lomond
J. L. Cox	B.S.A.	B.M.C.R.C.	K. A. Payne	A.J.S.	Sidcup	F. Walton	B.S.A.	Lower Unity
R. Culshaw	A.J.S.	Preston	W. A. Peatman	Norton	Kirkcaldy	B. Warburton	Norton	Rotherham
D. Cunningham	A.J.S.	Loch Lomond	L. H. Pennell	A.J.S.	Louth	C. O. Watson	Norton	Manchester 17
D. J. Duncan	B.S.A.	Bolton	G. K. Penson	F.B.S.	B.M.C.R.C.	S. P. Welch	A.J.S.	Arnthorpe Ave
G. L. Eccles	B.S.A.	Wirral 100	D. Pilling	A.J.S.	Accrington	J. Wilson	A.J.S.	Horsham
J. Evans	B.S.A.	Hindley	K. E. Pitt	Norton	Croydon	J. Wood	B.S.A.	Potteries Clarion
J. Farrer	Norton-Velocette	Bar Nono	R. Polak	Norton	Steyning	T. R. Wright	Norton	Parth
F. Fisher	Norton		D. Ray	Norton	Manchester Pegasus	J. York	N.S.U.	Gateshead
								Louth

### Snaefell Senior (500 c.c.) Race

Rider	Machine	Club	Rider	Machine	Club	Rider	Machine	Club
B. Betts	Norton	Huddersfield	R. C. Elliott	Triumph	Fulcrumfield	P. Overton	B.S.A.	Southampton
F. T. Boarer	Norton	Greenwich	W. Friend	D.V.	Westminster Racing	P. E. Richardson	Norton	Windsor
V. F. Broome	B.S.A.	B.M.C.R.C.	R. Greaves	B.S.A.	Nottingham Tornado	G. W. Smith	B.S.A.	Thornton Cleveleys
C. A. Chivers	Matchless	Greenwich	J. E. Griffiths	Norton	Southern (I. o. M.)	A. A. Stride	Norton	Bar Nono
A. R. Conland	B.S.A.	Louth	M. Hobson	B.S.A.	B.M.C.R.C.	J. F. Stracey	Norton	C.S.M.
C. C. Cross	B.S.A.	Leicester Query	J. R. Holder	Norton	Sidcup	P. Tomlinson	Triumph	Preston
V. F. Crouch	B.S.A.	Westminster Racing	R. P. Holman	B.S.A.	West Herts	M. E. Ward	Norton	Wilkes
J. B. Dunne	Norton	Wirral 100	H. Irlam	Norton	Manchester 17	J. Whicker	Velocette	Metropolitan Police
D. W. Easton	B.S.A.	Glasgow Speedway	G. A. Jenkins	Norton	Westminster Racing	D. Williams	B.S.A.	Roosters
			B. Lindley	B.S.A.	Workop	G. C. Young	Norton	Westminster Racing



H. R. Gibson brakes his Matchless twin for one of the slower corners

Beart hallmarks: the light-green finish is recognizable even at a casual glance and the 4½-gallon petrol tank has a dished top to permit an ultra-low crouch. Closer inspection reveals other features characteristic of the man's established methods, notably the diligent weight saving by perforation, the extensive use of light alloys and meticulous attention to detail.

**M**OST obvious departure from standard concerns the front hub. It is not only drilled for lightness and ventilation but has an enormous three-fin, cast-aluminium sleeve shrunk on the brake drum

to improve stiffness and cooling. (The original finning was machined off first, of course.) Another feature contributing to the model's distinctive appearance is that shallow grooves have been milled on the outer surface of the upper and lower bevel covers and the magneto chain cover. The frame has been modified to give a lower seat position and, in consequence of stiffer rear bracing of the two main loops, a pivoted-fork spindle of only ½in diameter is used.

**A**MONG the components made of aluminium alloy are the rear sprocket, rear-brake torque arm (anchored to the frame, not to the fork), plain clutch plates, spoke nipples and a comprehensive primary chainguard with integral back plate. Magnesium alloy is used for the gear-box shell and clutch pressure plate. Tyre sizes are 3.00×19in rear and 2.75×19in front.

**N**OTHING drastic has been done to the engine save for shrinking special sleeves into the crankcase to house the main bearings, fitting a German Mahle cylinder barrel (with Wellworthy liner) and a gigantic carburettor trumpet, and removing metal here and there to save weight. Typical of the search for lightness throughout the machine is the exclusive use of hollow bolts with dished heads and the scalloping of all washers. Middleton's preliminary contribution to the aim of minimum lap times was to reconnoitre the course under the wing of 100 m.p.h.-lapper John Hartle before practising began.

**L**ANCEFIELD-TUNED engines (all Nortons), on the contrary, are indistinguishable externally from standard units, though the riders vouch for the value of Steve's work in terms of increased power. M.G.P. riders enjoying



Ken Patrick (Norton) who was fastest Senior lapper during the first morning's practice

the benefit of Lancefield's timing in both races are Michael Brookes (winner of the 500 c.c. Clubman's Trophy Race at Oulton Park on Whit Monday) and Ken Patrick, a regular M.G.P. replica winner. John Lewis, sixth in last year's Senior M.G.P., has a three-fifty prepared by Lancefield, as also has Ken Pitt in the Snafell 350 c.c. Race.

**B**UT there are several other potent Nortons in the Island. Probably none will be faster than John Surtees' pair which his brother, Norman, fetched over last Saturday for the use of Ned Minihan, winner of last year's 500 c.c. Newcomers'

## ENTRIES FOR TUESDAY

### Junior Manx Grand Prix

Rider	Machine	Club
C. B. Appleyard	A.J.S.	Bradford
A. S. Avis	A.J.S.	Border
G. R. Blanning	B.S.A.	Bristol
E. F. D. Boyce	Norton	Windsor
R. J. Brinmand	Norton	Solep
M. T. Brookes	Norton	Shirley
C. Broughton	Norton	Ramsey
J. Bullock	Velocette	Wirral 100
F. Burgess	Norton	Wigan
G. R. Butler	B.S.A.	
R. H. Carman	A.J.S.	Cambridge Centaur
		Grasshopper
		(Romford)
B. B. Carr	Norton	Waterloo
P. Carr	A.J.S.	Hawick and Border
H. Cooper	Norton	Ferryhill
G. E. Corlett	B.S.A.	Feveril
A. Craven	Norton	Bradford
E. B. Crooks	Norton	Southern (I. o. M.)
H. Crowder	B.S.A.	Mansfield
P. J. Darvall	P. J. D.	Vincent H.R.D.
		Soton
E. P. Davies	A.J.S.	Rugby
R. J. Dawson	B.S.A.	Leicester Query
C. T. Deane	A.J.S.	Feveril
R. Dewey	Norton	
W. D. Fellows	B.S.A.	
A. Fisher	Norton	Alnwick
V. Fulton	Norton	Northwich
M. J. Gittins		Shropshire and Staffs
T. Godfrey	Velocette	Southampton
T. R. Graham	Norton	Dumfries

Rider	Machine	Club
J. D. Hamilton	Norton	Southampton
M. R. Hancock	Norton	B.M.C.R.C.
J. C. Holloway	A.J.S.	Mons' Christie
J. H. Hull	Norton	Theorton Cleveleys
B. Hunter	F.B.S.	B.M.C.R.C.
J. R. Hursthouse	Norton	Windsor
C. Husley	B.S.A.	Hebden Royd
J. F. Jackson	A.J.S.	Bradford
L. A. James	Norton	B.M.C.R.C.
H. A. Jenkins	Norton	Bristol
M. S. Kelly	B.S.A.	Southern (I. o. M.)
J. H. L. Lewis	Norton	Southern (I. o. M.)
S. L. Lewis	A.J.S.	East Acton
K. A. Lindsay	B.S.A.	Wrexham
B. Lund	B.S.A.	B.M.C.R.C.
R. Masson	Norton	Scarborough
R. J. G. May	Norton	B.M.C.R.C.
R. S. Mayhew	A.J.S.	Middlebrough
P. C. Middleton	Norton	Green Park
E. Minihan	Norton	Dewsbury
J. D. Morton	A.J.S.	B.M.C.R.C.
G. C. A. Murphy	Norton	Sarn
A. Newstead	A.J.S.	Westminster Racing
T. Nottor	Norton	Newark
C. E. Packer	A.J.S.	Pennine Range
C. A. Personage	Norton	Sidcup
O. Parkin	B.S.A.	Warrington
J. F. Patrick	Norton	Rotherham
K. H. Patrick	Velocette	
L. G. Porry	B.S.A.	Leath
		Panfrutians
		Kings Norton

Rider	Machine	Club
D. Pratt	Norton	West Leeds
N. J. Price	Norton	Wycombe
A. Raynor	A.J.S.	Peveril
M. Redford	Norton	Louth
F. Reynolds	Norton	Middlebrough
D. Rigby	B.S.A.	St. Helens
J. F. Righton	Norton	Stratford on Avon
H. Riley	Norton	Wirral 100
R. C. Ritchie	A. J. S.	Bedford Eagles
F. A. Rutherford	Velocette	Grasshopper
		(Romford)
W. J. Sawford	A.J.S.	Sidcup
I. T. Shakespeare	Norton	Wolverhampton
A. Shephard	Bancroft-A.J.S.	Horsforth
F. J. Steele	B.S.A.	Wirral 100
R. J. Sweetman	A.J.S.	Grasshopper
		(Romford)
K. A. Taubman	B.S.A.	North Lincs
I. R. Thurston	B.S.A.	Rotherham
C. H. Turner	A.J.S.	B.M.C.R.C.
T. Thorp	Norton	Workshop
E. Unwin	B.S.A.	B.M.C.R.C.
A. Virco	B.N.	Stratford on Avon
A. W. Walsley	Norton	Crasley
E. J. Washer	A.J.S.	Rotherham
M. Westall	Norton	Sidcup
F. Westall	B.S.A.	
T. F. Watson	A.J.S.	Barrow
F. Whiteside	B.S.A.	St. Helens
D. Williams	B.S.A.	Wirral 100
D. Woodman	B.S.A.	Wirral 100
R. D. Wroe	Norton	



Race. Norman Surtees, by the way, was married the previous day. Then there are Geoff Monty's immaculately prepared three-fifty and five-hundred, which could scarcely be in better hands than those of Ellis Boyce who pushed the Senior M.G.P. lap record up to 94.06 m.p.h. last September.

BY the time practising started on Monday morning (for M.G.P. riders only), the Island seemed finally to have granted recognition to the improvement in the weather. At 5 a.m. it was dry but cloudy. Quickly the clouds drifted away, the harbour lights and the silhouette of Douglas Head became visible from the start in Glencrutchery Road and, a few minutes after six o'clock, operations started in earnest.

UNFORTUNATELY, bright weather tempted some of the fancied riders to try a little harder than was wise on the first outing. Leaving Bedstead Corner for the second time on Monty's Senior Norton, Boyce ran out of road and was taken to Noble's hospital for attention to cuts and abrasions. A little earlier Middleton's Senior Norton and Minihan's Junior Norton (his own, not Surtees' model) collided at the 11th Milestone and Middleton was thrown. Local star Colin Broughton (Senior Norton), who finished fifth in last year's Junior M.G.P., was hard on their heels and unable to avoid one of the spinning machines. Broughton

and Middleton were both taken to hospital, the former with a suspected collarbone fracture and the latter with cut fingers, but Minihan and his model were undamaged.

**FASTEST** man on the course was Ken Patrick (Senior Norton) whose stylish riding confirmed his earlier promise this year on numerous short circuits. Runner up was Manxman Bob Dowty (Senior Norton). With a lap speed of 86.7 m.p.h., bettered only by the first three Senior men, Alan Shepherd headed the Juniors on a 7R A.J.S. modified by Bill Bancroft. Second to Shepherd was Scotsman Bob Ritchie, who is enjoying a spell of leave from the Royal Air Force on Tom Arter's 7R A.J.S. and G45 Matchless.

#### Best Lap Times, Monday a.m., September 1 SENIOR M.G.P.

		m	s	m.p.h.
1.	K. H. Patrick (Norton)	25	20.8	89.34
2.	R. Dowty (Norton)	26	02	86.97
3.	F. A. Rutherford (Norton)	26	05.4	86.50
4.	J. R. Hursthouse (Norton)	26	30.8	85.42
5.	R. J. Harrison (Norton)	26	40.4	84.48
6.	T. Godfrey (Norton)	26	51.6	84.30

#### JUNIOR M.G.P.

1.	A. Shepherd (Bancroft-A.J.S.)	26	07.2	86.70
2.	R. C. Ritchie (A.J.S.)	26	19.2	86.06
3.	T. Thorp (Norton)	26	29.8	85.46
4.	C. A. Murphy (Norton)	26	45.8	84.60
5.	H. H. Carman (A.J.S.)	27	21	82.80
6.	E. B. Crooks (Norton)	27	25.4	82.56

**CONDITIONS** were even better when the Snaefell competitors went out for their first practice on Monday evening, and though there was plenty of sunshine it caused no bother through glare. Almost

the whole of the entry turned out—113 riders to be precise—and most of the faster men got in three laps.

**SLICKEST** man of the evening was G. Bell (Norton), winner of the 350 c.c. Clubman's Trophy Race at Oulton Park on Whit Monday, whose lap at 81.03 m.p.h. was particularly creditable as he was riding a three-fifty. Next fastest was the best 500 c.c. rider, P. E. Richardson (Norton).

**THE** getaway at six o'clock was uneventful except that Rowell's Velocette put up the thickest smoke-screen ever seen, which blotted out the entire start area for a moment or two. But the limited experience of many of the riders, particularly in the Isle of Man, was soon apparent both in unconventional lines and minor spills. Indeed, M. Johnson (348 B.S.A.) took a toss on Braddan Bridge, midway between the two bends, and confessed he hadn't known the bridge was there! He was taken to Noble's Hospital and found to have sustained a broken arm. Other brief visitors to Noble's were C. C. Cross (499 B.S.A.) and C. O. Watson (348 Norton), both of whom sustained cut hands when falling at Brandish Corner. Such notorious hazards as Ramsey Hairpin, Governor's Bridge, Sulby Bridge and Ballaugh Bridge claimed some half-dozen more unwary riders, but none was hurt.

#### Best Lap Times, Monday p.m., September 1

##### SNAEFELL RACE 500 c.c.

	m	s	m.p.h.
1. P. E. Richardson (Norton)	28	14.8	80.17
2. D. Williams (B.S.A.)	28	56.6	79.16
3. J. E. Griffiths (Norton)	29	23.4	77.25
4. J. H. Holder (Norton)	29	46	76.07
5. B. Lindley (B.S.A.)	29	50.2	75.89
6. C. A. Chivers (Matchless)	29	53.8	75.75

##### SNAEFELL RACE 350 c.c.

	m	s	m.p.h.
1. G. Bell (Norton)	27	56.6	81.03
2. J. L. Payne (Norton)	28	21.6	79.85
3. J. M. Adam (Norton)	28	51.8	79.37
4. T. Sugden (Norton)	29	24.2	77.02
5. J. Evans (B.S.A.)	29	26.4	76.93
6. B. Warburton (Norton)	29	53.2	76.03

**RIDERS** had the inevitable taste of mist on the Mountain on Tuesday morning—and a strong taste it was, with thick fog stretching from Ramsey to Brandish Corner and shortening visibility to ten yards in many places. The sole consolation was that they are unlikely ever to encounter worse going. Lap speeds might otherwise have been fast, for the roads were dry and the weather clear from the start to Ramsey.

**AS** it was, most riders felt it a waste of time to do more than one lap though the more serious contenders went round twice. Alan Shepherd was again fastest in his class, though on this occasion he was on his Senior Norton and was, in fact, slightly outspeeded by the quickest Junior rider, Manxman Bob Dowty (Norton).

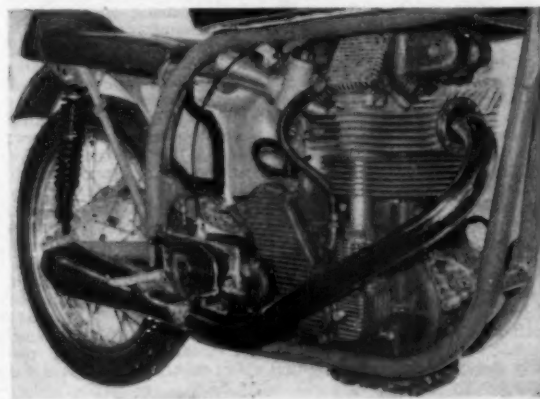
#### Best Lap Times, Tuesday a.m., September 2

##### SENIOR M.G.P.

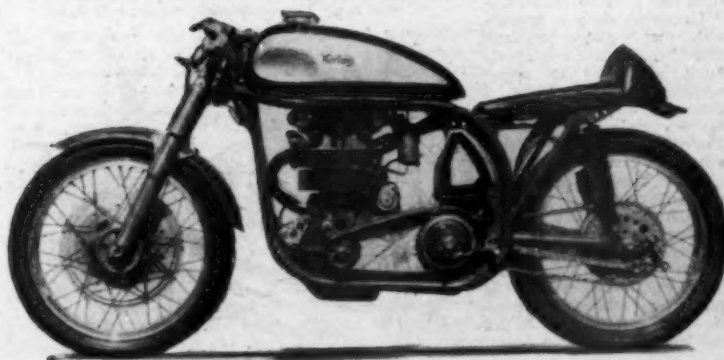
	m	s	m.p.h.
1. A. Shepherd (Norton)	29	50.2	75.89
2. E. B. Crooks (Norton)	30	04.8	75.27
3. E. Unwin (B.S.A.)	31	18	72.55
4. H. R. Gibson (Matchless)	31	19	72.51
5. T. Godfrey (Norton)	31	50.2	71.89
6. D. Williams (348 B.S.A.)	32	26.2	69.74

##### JUNIOR M.G.P.

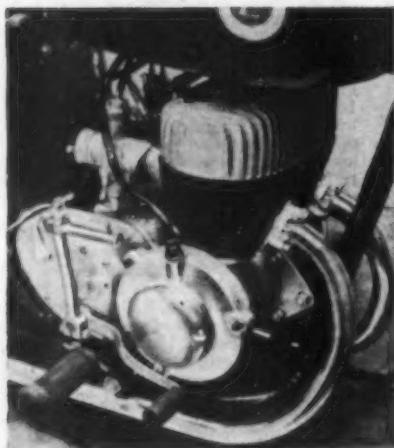
	m	s	m.p.h.
1. R. Dowty (Norton)	29	26	76.94
2. R. C. Ritchie (A.J.S.)	30	55.4	72.50
3. F. A. Rutherford (Velocette)	31	12	72.50
4. E. B. Crooks (Norton)	31	13	72.54
5. J. T. Shakespeare (Norton)	31	41.8	71.34
6. K. H. Patrick (Norton)	31	43.8	71.37



Two pictures of the three-fifty Norton ridden by Peter Middleton and prepared by Francis Beart. Accent is chiefly on weight reduction and extensive use of light alloy. Notable features are the enormous carburettor trumpet, German cylinder and shallow grooving of the magneto-drive and bevel covers.



# Seven Smart Excelsiors



Close-up of the 328 c.c. twin with Miller 60-watt alternator, two carburetors and four-speed gear box

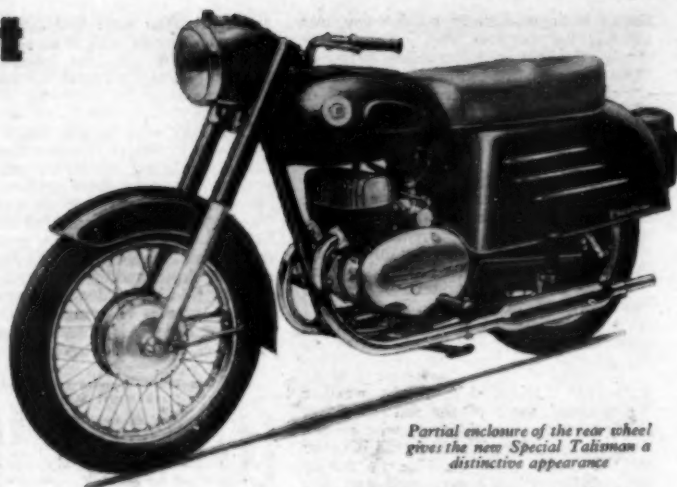
**F**OLLOWING the success of the Excelsior 328 c.c. Super Talisman twin introduced last year, a de luxe model called Special Talisman—which makes use of the same powerful engine—is being added to the range. Features of the newcomer are steel panels which encase the upper half of the rear wheel, a heavyweight telescopic front fork of Excelsior manufacture incorporating hydraulic damping, a stylish headlamp cowl and an ingenious fuel-tank filler cap. The 98 c.c. Skutabyke, with comprehensive engine enclosure, is continued with modified colour scheme. Improvements common to the remaining models include more luxurious seating, styled frame mid-section panels and a general tidying-up of the headlamp mounting and fork upper yoke. Price reductions affect the Skutabyke and the 246 c.c. Talisman Twin which, at less than £180 including purchase tax is claimed to be the lowest-priced two-fifty twin on the British market.

Undoubted leader of the range, the 328 c.c. Special Talisman is expected to be in full production by December. Equipped with two Amal Monobloc carburetors, the famous Excelsior engine differs from that of the Super Talisman in that current is supplied by a Miller A.C. generator of 60-watt output. The stator is spigoted to the crankcase and the rotor is mounted on the right-hand end of the crankshaft. Outboard of the rotor is a double contact-breaker

assembly with a cover in polished light alloy easily removed for maintenance. A four-speed gear box with foot control is bolted to the rear of the crankcase to form a compact unit. Primary drive is by duplex chain in an oil-bath case. The final-drive chain is shielded by a pressed-steel guard which covers both runs and has an easily detached rear portion to facilitate wheel removal. Overall gear ratios are 4.9, 6.6, 8.8 and 14.3 to 1.

Distinguishing feature of the newcomer is the panelling which shrouds the rear wheel and comprises two pressings with an overlapping longitudinal joint. The panels extend rearward from the saddle tube, to which they are attached, and incorporate the rear mudguard. Beneath the dual-seat, which is quickly detachable, is a compartment which houses the battery, twin ignition coils and a metal rectifier.

Unusually deep in appearance, the 3½-gallon fuel tank embodies a tool compartment inset in the upper surface and closed by a chromium-plated lid secured by two Oddie snap fasteners. But the tool-box lid serves a second purpose: the tank filler neck protrudes into the top left corner of the tool compartment and a synthetic-rubber ring is bonded to the underside of the lid, which therefore acts as the filler cap. The tank side panels are relieved by plastic motifs, a departure for the Excelsior factory.



Partial enclosure of the rear wheel gives the new Special Talisman a distinctive appearance

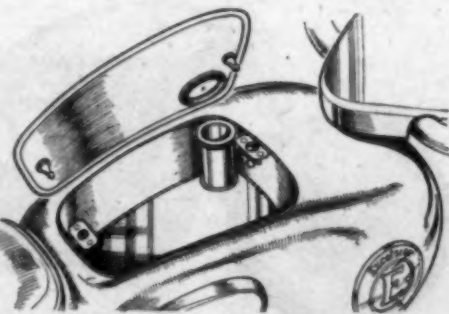
## Partial Rear-wheel Enclosure on New 328 c.c. Luxury Twin Styling Changes in Comprehensive Two-stroke Range

Shrouding the upper part of the legs of the new fork is an extensive cowl in which is mounted a 7in-diameter Miller headlamp. On the left of the pressing is the licence holder, on the right the electric horn, while the speedometer, ammeter and ignition-and-lighting switch are set into the top fascia. The pressing is extended to shield the handlebar mounting clamps.

Wheel diameter is 18in and the tyres are Dunlop Universal of 3.25in section. Both hubs are of full-width type and embrace a 7in-diameter brake for the front wheel and a 6in-diameter rear brake. Standard fittings include a stop-tail lamp and a new roll-on stand with auxiliary lifting pedal.

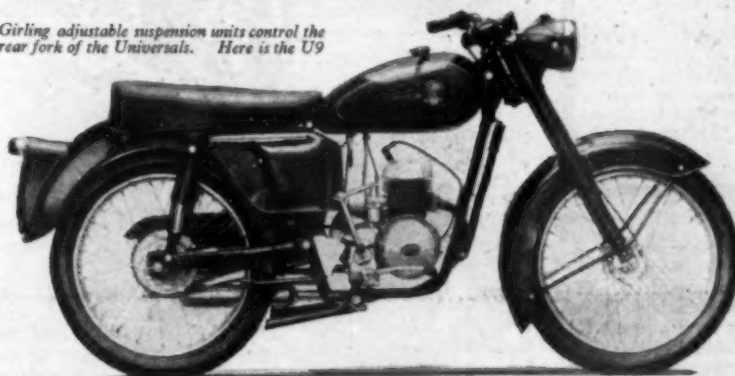
Generally similar in specification to last year's model, the 328 c.c. Super Talisman has been improved in detail. A pressed-steel shield at each side of the frame middle section extends rearward to the spring-unit upper mounting and gives the

Tank-top tool compartment closed by a lid which also acts as the filler cap. Two Oddie snap fasteners hold the lid



machine a clean outline. The pressings incorporate twin toolboxes with hinged lids. A neat pressing covers the fork upper yoke and handlebar clamp. More shapely headlamp mounting brackets are employed which turn inward to follow the contour of the lamp shell. The rear-number-plate mounting is boxed in. A one-piece stay is used at each side to support the deeply valanced front mudguard. Contrasting piping in plastic is used around the mid-section panels and the rear-number-plate and headlamp mountings, affording a touch of bright colouring.

*Girling adjustable suspension units control the rear fork of the Universals. Here is the U9*



*Unconventional lightweight with built-in weather protection—the 98 c.c. Skutabyke*

The chainguard has been deepened to extend protection to the lower run.

The same detail changes also apply to the popular 246 cc Model TT4 Talisman, pioneer of the modern trend in twin two-stroke two-fifties. The sports version is discontinued and the Mark 5 engine with which it was powered is now fitted to the standard model. It therefore has the benefit of the deeply finned, light-alloy cylinder heads, more heavily finned barrels and wide-splayed exhaust ports of the later design. A single carburettor is fitted and the power unit is housed in a tubular loop frame.

As before, two examples of the 147 c.c. Universal are available. They are the U9 with direct lighting and the U9R with

rectifier-and-battery lighting. There are further minor differences in that the chromium-plated wheel rims are polished on the U9R and, whereas a D-shape speedometer is featured on the cheaper U9, the headlamp shell of the U9R is used to house a circular Smiths magnetic speedometer, together with an ammeter.

As on the larger models, improvements include the mid-section pressings and modified headlamp brackets and fork-yoke covers, while further changes include longer fork stanchions. Control of the pivoted rear fork is by Girling units

Essentially of motor-cycle design but with the weather protection of a scooter, the utility Skutabyke is powered by the Villiers two-speed 6F unit with foot control. The machine has a telescopic front fork and plunger-type rear springing. Both mudguards are well valanced. Equipment includes a large foam-rubber dual-seat and footboards of sufficient length to accommodate both rider and passenger.

Completing the range is the economical Consort which, like the Skutabyke, is powered by the Villiers 6F unit. The specification embraces a light tubular frame of cradle pattern, with pivoted-fork rear springing and a spring-controlled telescopic front fork. For the Consort, too, there is a light pressing which shields the middle part of the frame and incorporates a tool compartment in the right-hand side. Shared with other models in the range are one-piece front-mudguard stays, improved fork-top cover and headlamp mounting and the deeper dual-seat. A further embellish-



*Neat head treatment on the Special Talisman. The licence holder is mounted on the remote side*

ment is a chromium-plated band over the top of the fuel tank, secured at the steering head and beneath the seat nose.

Continued for 1959 is the deep and attractive bronze-green finish but there are also two new finishes. One is a lustrous cherry red and the other a two-tone scheme of pearl grey and red.

Manufacturers are The Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham, 11. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Model	Basic Price	Total Price
	£ s d	£ s d
98 c.c. Consort CA9	79 10 0	99 3 6
98 c.c. Skutabyke SBI	43 0 0	103 10 11
147 c.c. Universal U9	97 10 0	121 12 8
147 c.c. Universal U9R	102 15 0	128 0 0
246 c.c. Talisman TT4 twin	144 0 0	179 12 10
328 c.c. Super Talisman S8 twin	170 0 0	212 1 6
328 c.c. Special Talisman S9 twin	189 0 0	235 15 7
<b>Extras</b>		
	£ s d	£ s d
Prop stand (except S8 and S9)	1 2 6	no p.t.
Speedometer on CA9 and SBI	4 2 6	no p.t.
Legshields (except SBI)	2 12 6	no p.t.
Handlebar windscreen	3 5 6	no p.t.
Pillion footrests on U9 and U9R	8 6	no p.t.
Pannier frames and bags	5 10 0	6 12 4

adjustable for load. Tyre size has been increased to 3.00×19in to give greater comfort and, to the same end, a wider and deeper foam-rubber dual-seat is fitted. The power unit is a Villiers Mark 30C engine in unit with a three-speed gear box and housed in a loop frame.

The unusual 98 c.c. Skutabyke continues unaltered in specification apart from the new finish, which is in two-tone style. Pearl grey is used for the frame, mudguards and fuel tank while the detachable legshields and side panels are in a bright red; the same tint adds a splash of colour to the rear-number-plate bracket and a broad, red-painted metal band which extends the length of the tank top gives a further gay effect



# On the Four Winds

BY "NITOR"

## WORK REWARDED

Harold Hooper's display at the *Model Engineer* Exhibition (this column, last week) did not go unnoticed. He was awarded one of the only two bronze medals to go to Midlands competitors. His models shown were a Mark III LE Velocette, a Triumph Thunderbird and a 1924 side-valve Norton; along with his other models representing an R.A.C. patrol outfit and a Norton Dominator Model 7, they will be seen on the A.C.U. Stand at the London Show (November 15 to 22). So if you missed the *Model Engineer* Exhibition you will have the opportunity of seeing Hooper's wonderful work at our Show.

## MUCH TOO QUIET

The quietness of the LE Velocette is not always appreciated, or so it appears to a certain elderly enthusiast who related a tale to me last week. Apparently he had been pottering gently along. Suddenly, on turning a corner, he was confronted by a cock pheasant strutting in the middle of the lane. Wild birds have ultra-sensitive hearing powers, but this one was so startled by the unheralded appearance of the machine that it rose in a mad flurry and in doing so collided with the equally startled rider. Fortunately the consequences were not serious. Apart from a few scratches caused by his



undignified landing in the hedge, the Velo fan was none the worse for his experience. I left him muttering about megaphone exhaust systems!

## NEW SUNDAY SPORT

My postbag indicates that many of our readers take the *Daily Telegraph*. They noticed that Peter Simple in his light-hearted column had a few unkind words to say about riders who disturb the countryside on their way to scrambles. He suggested that where arrow markings are used to show the route to a venue they should be cunningly resited: "With luck it is possible to get as many as 50 moronic motor cyclists coralled in the yard of an unpopular local farmer, at 3.30 on a Sunday afternoon, just when he is settling down in his parlour to read about sport in his *Sunday Defective*." The point that dear old Simple misses is that motor cyclists are so "moronic" that they would see the jest of the situation and enjoy it as much as he would!

## A QUICK STOP

Here's a tip that serves as a healthy reminder of the obvious. A reader in Yorkshire reports that on taking delivery of his new model he found everything spot on, all adjustments correct and all nuts tight. As running-in progressed he made regular checks and was as pleased as punch with the way the model was shaping. Suddenly, when cruising on the open road, the rear wheel locked. No, it was not a piston seizure. His machine is fitted with a rear chaincase. One of the four nuts securing the quickly detachable wheel had loosened off and jammed in the case. Dealer and he had apparently failed to check the tightness of the nuts. The lesson, gentlemen, is to remember that concealed nuts, bolts and fittings are just as likely to require the spanners as the obvious ones.

## GOING TO TOWN

Just about a month ago B.S.A. dealers at home and abroad were intrigued to find in their morning mail a neatly-printed card which announced an addition to the B.S.A. family. The machine, said the card, was "an attractive two-fifty, a shining new star." And that was all, at first. But curiosity was soon to be satisfied. There followed catalogues with technical details and the price, comprehensive instruction manuals with excellent line drawings, four-language, illustrated spares catalogues, lists of recommended spares stocks with appropriate order forms, and other printed matter all intimating that the newcomer was to be the C15 Star. So it

gets off to a magnificent start. Rarely has a completely new job had the way paved so well in advance of its announcement to the public. B.S.A.s have certainly gone to town and the C15 looks like having a future as bright as its name.

#### BE COLDLY FORMAL

One should avoid being any more than formally polite to policemen, apparently. Two interesting points have emerged from an analysis of motor traffic offences dealt with by the "rubber-stamp" procedure. (This system allows the case to be settled quickly on previously known written evidence by the police and a written defence if the defendant agrees and does not wish to appear in court.) The first is that many riders and drivers—about one in six—say



"I'm sorry" when stopped by a policeman. The second point, and the more important, is that what was meant as a spontaneous and commonplace expression of regret can sound in evidence as an admission of the offence—which was never intended. So the rule, gentlemen, is to say no more than absolutely necessary—no polite embellishments, even to the friendliest coppers. But, don't go the other way and be rude. . . .

#### CANCEL IF NECESSARY

When you have booked an hotel room and afterwards find that the reservation isn't required, do you cancel the reservation without delay? I should have thought most of us did but apparently the number of unthinking travellers who "let it ride" is considerable. The British Hotels and Restaurants Association is making a special appeal to the selfish ones to mend their ways. The real point is that when accommodation is scarce bookings may be turned away yet, through non-arrivals, rooms are vacant later. Now you know why many hotels stipulate that those who book in advance must sign-in by a stipulated time unless a special request (which implies a definite obligation to pay) is made for a later arrival. If you have to change your plans at such short notice that a letter will not reach the hotel in time, please telephone or send a telegram so that your room can be let to someone else.

#### MILES AND MILES

So far this year the A.A. has issued routes totalling 357,000,000 miles to its members. Apparently each British Isles route asked for averaged 300 miles and each foreign route, 1,200. I suppose almost everyone has seen A.A. or R.A.C. routes. They are remarkably detailed yet easy to follow, especially if you have a passenger willing to act as a navigator. Yet I am surprised that so many routes are

issued. As I see it, one of the delights of touring—at home or abroad—is to pore over good maps and plan a route vaguely before leaving. Once on the move I like to deviate here and there or perhaps take a different main highway from what I had planned in the first place. In a few weeks' time I shall be off to Germany. I know that on the outward trip I shall go through France to Strasbourg and then into the Black Forest area, but the exact route choice will have to wait until I am actually in France. Having everything buttoned up makes a trip a bit commonplace, I think.

#### STOPPING SMART BOYS

New Zealand is taking action against shady motor and motor-cycle dealers—who are picturesquely called "false-prentence artists." The Attorney-General has introduced a bill which, after the end of March next year, will require all dealers to be registered annually in a similar manner to the licensing of land agents. The objectives are to ensure that when a dealer sells a car or motor cycle the purchaser will get good title to it and to see that dealers pay their debts arising from selling transactions on behalf of others. A bond of £2,000 will have to be lodged to deal in cars and £500 for motor cycles, as security. Apparently the trade organizations welcome the bill. Over here we have no similar legislation but it is a long time since I've heard of a fly-by-nighter.

#### TWO-TON TUG

Travellers on Watling Street must have rubbed their eyes a few days ago. But it was true; a two-ton lorry was being pulled along quite briskly by a Reliant three-wheeler. No emergency rescue, this was the factory's way of testing that a new tug-truck, an open body version of the familiar 5cwt van, would stand up to its intended job. And that ties up with something that travellers of another kind, those who fly by the world's airways, must have noticed on many overseas airports; for the Shell organization, for some time, has made use of modified Reliants as aircraft tenders, towing refuelling and metering trailers. Now another oil firm has taken up the idea, for an inquiry arrived in Tamworth from Socony-Vacuum of New York, followed by an order for two vehicles which originated from the Dutch subsidiary of the company; and as if that was insufficiently complicated, the tugs are now on their way to Pakistan. Which raises a point. Are the Reliant exports dollar, guilder or rupee-earners?



# A Pleasure to Ride

VIC WILLOUGHBY DISCUSSES SOME OF HIS 'OWN RIDERS'

POINTS : FETTLING YOUR MODEL EXACTLY TO YOUR LIKING

**P**ROBABLY you have had a ride on a friend's model at some time or other. What were your reactions? Were you irritated by a number of minor shortcomings or delighted to find everything just right—just as it is on your own machine? Perhaps, indeed, the borrowed mount was better groomed than yours and you were shamed into spending an evening bringing yours up to scratch? If so, that evening was well spent. For the difference in enjoyment between riding a model which is properly fettled and one in slipshod trim is as marked as the difference in one's reactions to a bright sunrise and a foggy dawn.

It is all too easy to become accustomed

the initial impact on the rider. As George Wilson pointed out in his article "Stately or Sack of Potatoes" (August 21), there is not a great deal of scope for adjustment of riding position on most modern mounts. Dual-seat locations are fixed. Handlebars can at most be swivelled. Footrest movement is often strictly limited by the proximity of other parts and must, in any case, be related to the rear-brake and gear pedals.

None the less, the limited adjustments are worth exploring to the full. In some cases moving the footrests rearward by one serration from the factory's delivery setting reduces the pull on the rider's arms at high speed and also permits more comfortable pedal operation when over-

are clamped to the bend, reach may be excessive and operation spongy. If the reach is too great in any case a  $\frac{1}{2}$  or  $\frac{3}{4}$  in chain link clipped across the pivot block provides the simplest cure.

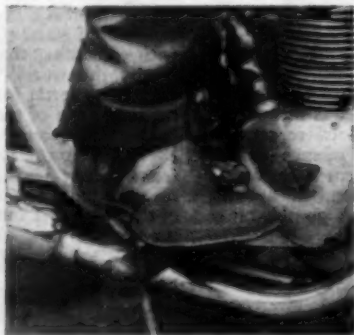
Few roadsters nowadays have manual ignition control, but if that control is to be used to the best advantage the lever should be set so that it can be thumbed without removing one's hand from the grip and preferably while operating the clutch. The air lever has become nothing more than a choke for cold starting, so its position on the handlebar, or elsewhere, is not critical. But the horn button and dip switch should be within quick and easy reach of the thumb—preferably the left thumb so that the right hand is free for simultaneous operation of the throttle and front brake.

But there is more to controls than correct positioning: sweet operation is equally important. In his article "Control Cable Care" (*The Motor Cycle*, 8 May 1958) Jimmy Simpson jnr stressed the importance of a free run for the cables to provide light, smooth working. How right he was. The so-called neat taping or clipping of cables to the handlebar and frame tubes is a stupid fetish; the minimum restriction consistent with common sense should be the aim.

On my Norton the control cables are not restricted anywhere and they work with silky smoothness. Incidentally, to give it a better sweep, the clutch cable is led across the front of the steering head and back along the right-hand side of the tank tunnel. And on models with control cables routed through grommeted holes in a fork-top cowling I am not averse to re-siting a cable out of its hole if that will give smoother action.

Cable lubrication is important, of course, but how many riders appreciate the vast difference between fabric and plastic coverings in keeping out rain which otherwise washes out the oil or grease and sets up rusting? On an earlier mount of mine the fabric-covered throttle, clutch and front-brake cables (oiled regularly) quickly became stiff and harsh in use after a succession of long journeys in continuous rain. Plastic-covered replacements were fitted and they worked as sweetly when the model was sold two years later as they did originally, although they were oiled only when fitted.

I seem to have devoted a lot of space to the hand controls already but cannot leave them without mentioning the pivot adjustment for the clutch and front-brake levers. A sloppy lever does not make for precise control and adjustment is a matter



The gear-pedal setting shown on the left permits changes to be made merely by pivoting the foot on the rest; the other setting requires the rider to raise his foot from the rest

to poor fettle, so that you are scarcely conscious of the dragging clutch, the indifferent control siting, the twistgrip snapping shut when you give a turn-right signal. And, alas, you are scarcely conscious of the pleasure being missed. The connoisseur would no more dream of tolerating such maladjustments than John Surtees would start in the T.T. with dirty goggles. It is true that personal preferences enter into some adjustments, but the difference in the preferences of a couple of experts is precious little. For the most part they are agreed on the things that matter.

What are those things? What is it that makes one model a joy to ride while a sister machine is tedious? There are a number of factors, of course, and those which spring to mind first concern riding position and control setting, for they make

boots or waders are worn. There are other instances where the usable range of adjustment is in a substantially vertical plane and lowering the rests by one serration (and the pedals to suit) rectifies a cramped knee angle without involving grounding of the footrests on corners.

The most comfortable handlebar angle is easily found by experiment and generally results in the plane of the grips being horizontal or inclined slightly upward in line with the forearms. Certainly the happiest setting for the clutch and front-brake levers is in line with the forearms: when the palms are rested on the grips and the fingers are extended naturally, they should lie on the levers. (Down-swept levers are for the trials rider, who operates them when standing on the footrests.) The lever clamps should be on the straight portion of the bar. If they



of seconds. But the pivot must not be tightened to the point where lever movement is sticky. And while attending to the pivots, make sure that the nipples turn freely in the levers. A spot of oil usually works wonders. If it does not, perhaps the nipple holes (in a pressed, not solid, lever) are out of line. Such a fault is rare but it is easily rectified by judicious work with a tommy bar.

Twistgrip friction was mentioned earlier. The adjusting screw should be set so that the grip remains in any required position when released, yet is not stiff or jerky to move. In some cases that necessitates careful easing of high spots on the twistgrip drum with a fine file. Obviously the drum and friction pad must be well greased.

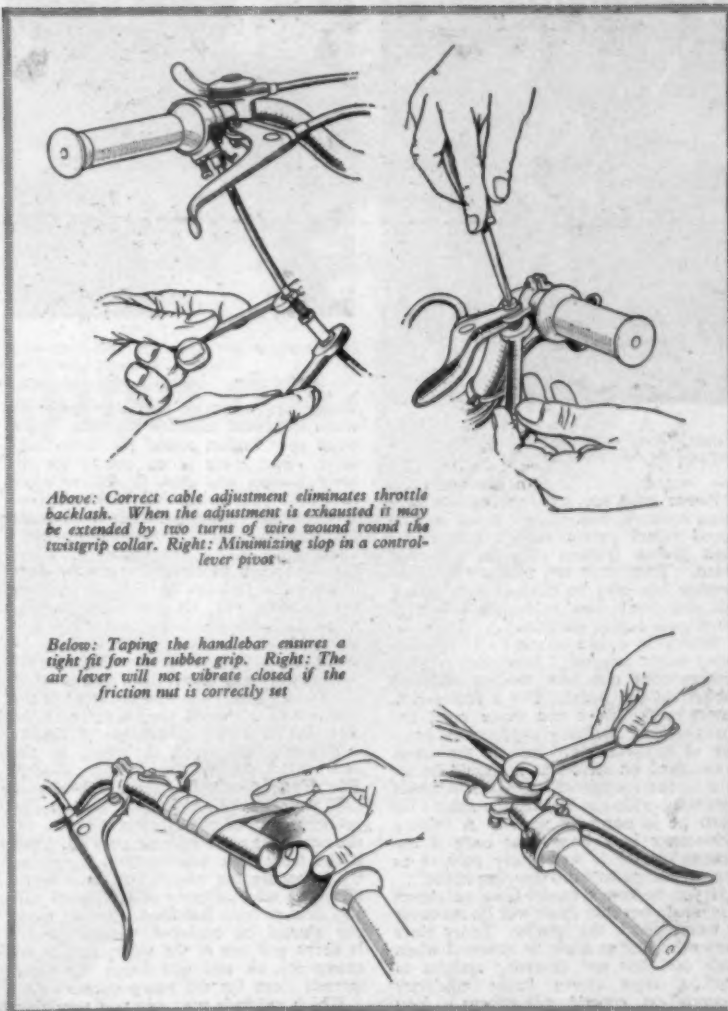
It is a nuisance to have to nudge the air lever fully open every now and then because it tends to vibrate partially closed. A turn on the centre screw provides the necessary increase in friction. An ignition lever, however, should be set a trifle slacker; this ensures sensitivity of control and lessens the risk of inadvertently leaving the ignition partially retarded. By the way, there should always be a trace of free play in the ignition cable with the lever closed to make certain that the cam turns right back to the full-advance stop. (That does not apply to those controls which advance the ignition when the cable is under load.)

How embarrassing it is if a loud scrunch announces your engagement of bottom gear before moving off. And how unnecessary. If the clutch plates tend to stick together overnight, they should be freed by depressing the kick-starter with the clutch disengaged before starting the engine. Apart from that dodge (which applies only to the first start after several hours of idleness—and then only to certain friction materials) there are two or three other requirements for quiet bottom-gear engagement.

Any gear box will scrunch if the engine is not idling slowly when the gear is selected. So set the throttle stop and pilot air screw to give a slow tickover when the throttle is closed and the engine hot. Most makers recommend a thin oil (about SAE20) rather than engine oil for the primary chaincase. That is to obviate clutch drag, a notorious cause of scrunches. And if the plates are to free properly, backlash in the control cable should not exceed  $\frac{1}{16}$  in. (For the majority of clutches,  $\frac{1}{16}$  in free play is enough.)

When the clutch is fed in from a standstill, does it take up the drive smoothly or in a series of jerks? Clutches vary a good deal in their sensitivity to lever movement but lack of smoothness may indicate that the pressure plate is not moving squarely. The point can be checked visually by withdrawing the clutch and operating the kick-starter. Correction is usually possible by individual adjustment of spring tension. After a really large mileage, particularly if it is covered mostly in city traffic, jerky clutch engagement may be due to roughness in the slots for the clutch-plate tongues. The slots should be dressed (no more than necessary) with a file. (Jimmy Simpson just touched on this topic two weeks ago.)

Earlier I said the engine should idle slowly when the throttle is closed. An



*Above: Correct cable adjustment eliminates throttle backlash. When the adjustment is exhausted it may be extended by two turns of wire wound round the twistgrip collar. Right: Minimizing slop in a control-lever pivot.*

*Below: Taping the handlebar ensures a tight fit for the rubber grip. Right: The air lever will not vibrate closed if the friction nut is correctly set.*

exception to the rule concerns two-strokes—which idle irregularly. Many riders prefer a two-stroke engine to cut completely when the throttle is shut, otherwise the irregular firing causes transmission snatch on the overrun. But whatever the preference in that respect, there is unanimous agreement among experts that the most delicate throttle control at small openings can be achieved only if every trace of backlash is eliminated from the cable. (If the engine then speeds up when the handlebar is turned to full lock, either the cable assembly is too short or is badly run.)

As the cable beds down, periodic resetting of the adjuster is required. If the limit is reached the range of adjustment can be extended by winding a double coil of copper or soft-iron wire round the collar in the twistgrip body.

Have you ever ridden a model with

loose handlebar grips? They are horrid, and so are grips worn so thin as to be spongy. Replacements cost only a shilling or two. My scheme for ensuring that the grips are a really tight fit is to bind the twistgrip sleeve and the left end of the handlebar with  $\frac{1}{2}$ -in-wide insulating tape before fitting the grips. Each turn of tape overlaps the previous turn by half its width and the direction of binding is outward, so that fitting the grip does not ruck up the edges of the tape. The grip cannot be fitted dry over the tape, but the following drill works like a charm.

Place a finger over the small hole in the outer end of the grip and pour in about an eggcupful of petrol. Close the other end of the grip, shake up the petrol, then pour it over the tape. Quickly slide the grip home. In two minutes the petrol will have evaporated and the grip will be immovable.



A loose pillion footrest will vibrate downward and may foul the rider's heel when he is kick-starting

Plastic grips are fitted as initial equipment by most makers, but many experienced riders prefer rubber grips since their greater friction calls for a lighter grasp. True, they say, plastic grips look smarter and may be cleaned with petrol, but you don't have to handle the grips when your hands are greasy.

What's in a kick-starter? More than many might imagine. Inexcusably, some makers turn out new models with no rubber on the pedal. For a few pence, however, the rider can make good the omission and markedly improve the comfort of kick-starting. And if the crank is mounted on serrations it should be set to give the longest effective arc of travel consistent with not fouling the rider's leg when he is normally seated. A folding kick-starter is a boon—but only if the locating device is sufficiently positive to prevent the pedal from flapping about.

If you borrow a model from an expert it is a safe bet that there will be no cause to worry about the brakes. Every rider knows the linings must be renewed when worn out, but not everyone realizes to what a large extent brake efficiency depends on control adjustment. You cannot exert optimum pressure or sensitivity on the controls with your fist nearly closed or your ankle almost fully extended. So keep the adjustments fairly close,



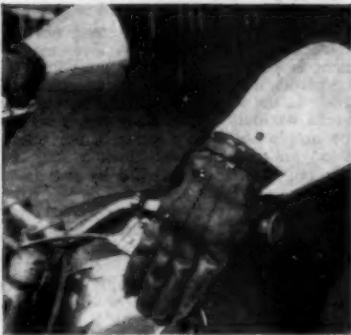
For convenient operation, clutch and front-brake levers should be set in line with the rider's forearm (left). The clutch lever in the other picture is set far too low

though not so close that the shoes rub when the brake is off or that you cannot wrap your fingers round the front-brake lever. And there is no excuse for the lever fouling any part of the twistgrip and thus preventing full brake application. If the brakes grab, it is probable the leading edges of the linings need chamfering; and if they squeal, try dismantling them and brushing out the dust.

To be a pleasure to ride, a machine must handle well. If it pulls to one side when the handlebar is released, the wheels are probably out of line. Unless the model has been crashed, correction usually involves nothing more than manipulating the chain adjusters so that the front of the rear wheel is moved very slightly in the direction of bias. (Alignment of sidecar outfits was discussed at length in the article, "Reducing the Muscle Work," *The Motor Cycle*, 27 February 1958.)

If your model wriggles at low speeds, probably one of the tyres is not true on the rim, or the rim may be buckled. And if the front fork flutters at high speeds, try balancing the wheel. A tread worn flat (on a solo) or tyres underinflated will also detract from handling. A lost valve cap should be replaced without delay. It keeps grit out of the valve, acts as an emergency air seal and keeps the valve threads clean for the pump connector.

Which reminds me: are you sure that your pump will not contain grit or water when you need it? If it is not stowed out of the way of rain or dirt, a couple of small rubber sleeves will prevent



foreign matter from getting inside. And, by the way, a length cut from an old inner tube will keep the tool kit dry if water finds its way into the tool box.

Anything else on handling? Only to ensure that there is no slack (or stickiness) in the wheel and steering-head bearings, that oil-damped telescopic forks contain the right quantity of oil of the right viscosity and that the rear shock absorbers, if adjustable, are correctly set for the load.

It is surprising to what a degree slack chains can mar gear changing, as well as spoiling transmission smoothness in dense traffic and producing rattles on bumps. Rattles from any source are a thief of enjoyment and the remedy is usually simple and obvious.

At the end of a long, fast run, is there a smear of oil on the inside of your right leg—oil from the tank cap? In some cases seepage is none too easy to cure completely but, if the tank has a screw filler cap, a sealing washer made from material softer than standard will usually do the trick.

Perhaps your model has a windscreen. If so, is it fitted to the best advantage? Height should be such that your normal line of vision is just over the top edge. Rake is a matter for experiment, but the best angle is never flatter than that of the fork stanchions. And the blade should always be kept clean, for there are occasions in congested traffic when one has to look through it.

Cleanliness of the headlamp glass is just as important if a powerful beam is to be obtained. For the safest night riding, the main beam should be parallel to the road surface, and most experienced night riders prefer the dip switch to be wired in such a way that the beam follows the movement of the switch, i.e., up for main, down for dip. All these precautions are wasted if the battery charge is allowed to get too low.

Which brings us to routine maintenance and greasing. Remember the old proverb—"A stitch in time saves nine"—and don't neglect components until they give trouble, but keep abreast of the various jobs. Finally, cleanliness pays off in a number of ways. Thorough end-to-end cleaning is the finest way of spotting whether anything is loose. Furthermore, no model can give its full quota of pleasure if your hands or clothes become soiled just by touching it.

When the rider's hand is thickly gloved and the weather cold, it is far easier to operate the large light switch shown on the left than the more common small one





**B.S.A chose DUNLOP**

Like most British motorcycle manufacturers who fit Dunlop as standard equipment, B.S.A. chose Dunlop Tyres for their new 250 c.c. "Star"—Dunlop Ribbed in front and Dunlop Universal at the rear.

**DUNLOP**

**built better to last longer!**

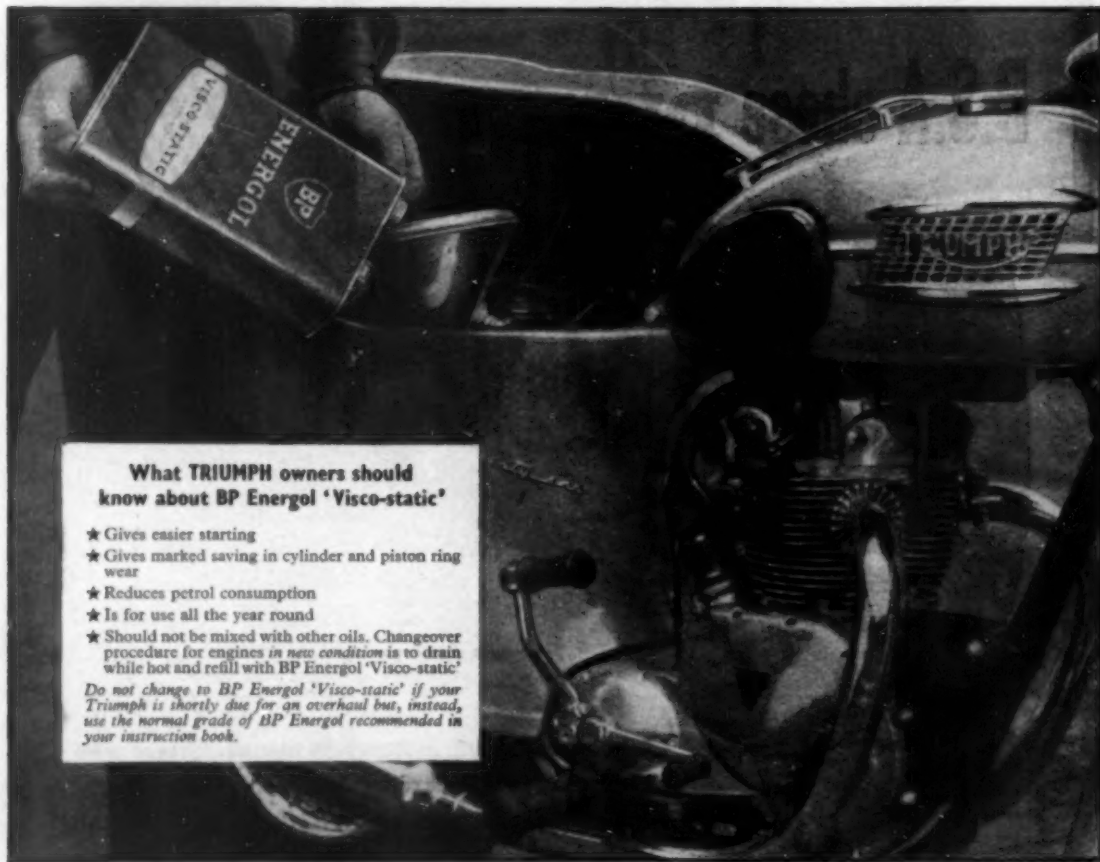


**TRIUMPH APPROVE**

# *BP Energol Visco-static*

MOTOR OIL

**FOR ALL THEIR ENGINES IN NEW CONDITION**



**What TRIUMPH owners should know about BP Energol 'Visco-static'**

- ★ Gives easier starting
- ★ Gives marked saving in cylinder and piston ring wear
- ★ Reduces petrol consumption
- ★ Is for use all the year round
- ★ Should not be mixed with other oils. Changeover procedure for engines in new condition is to drain while hot and refill with BP Energol 'Visco-static'

*Do not change to BP Energol 'Visco-static' if your Triumph is shortly due for an overhaul but, instead, use the normal grade of BP Energol recommended in your instruction book.*

**I**F YOU RUN a Triumph and the engine is in new condition the oil to use is BP Energol Visco-static. This is Britain's most advanced motor oil and is approved by Triumph Engineering Co. Ltd. for all their engines which are not worn.

BP Energol Visco-static gives greater protection against wear, easier starting and lower

petrol consumption than any conventional oil. The reason is that it is free flowing when cold and yet is sufficiently full bodied when hot to ensure adequate lubrication. BP Energol Visco-static is for all year round use. Decide today to change to this advanced oil. Ask at any garage where you see the BP Shield.



VISCO-STATIC IS A TRADE-MARK OF

**THE BRITISH PETROLEUM COMPANY LIMITED**



# Letters to the Editor

*The Commando Memorial in the Great Glen at Spean Bridge in Scotland, with A. Gibson's Triumph Twenty-One alongside (see "Touring in the Highlands" on this page)*

## Inexperienced Equestriennes

### *Young Girls Who Ride Horses on the Roads*

SINCE show jumping has become popular through TV, it seems to be most young girls' ambition to have a horse. This is all right so long as they ride them in fields but from my observations they do not. In the past 12 months I have seen a horse galloping along a busy main road with a young girl giving chase; I have seen a horse rear up in the road, very nearly throwing a ten-year-old, inexperienced girl; and I have seen young girls riding in town to the annoyance of all other road users, for the riders seem to be there just to show off.

If, when driving a motor lorry, one meets these inexperienced riders on the road both they and their mounts are very ill at ease. Something must be done to keep this danger off the roads before accidents really start. Make these girls walk their horses on a halter when on the road.  
Barrow in Furness.

E. WHITESIDE

## Army Riders in Civilian Trials

### *From the Army Motor Cycling Association Secretary*

DURING the past month I have read two articles by Ralph Venables on the subject of fewer Army entries in civilian trials. In the first he quite bluntly lays the fault on the administrative side in this area and in the latest (*The Motor Cycle* for

August 21) he again blames the administrative side. He could not be more wrong.

I would like to point out that the admin side is more than keen to see as many Army entries as possible and a tremendous amount of hard work is put in to ensure that civilian clubs get support; that goes for the whole of the country. In case Mr. Venables is still worrying about the reasons for the fall-off in numbers, I would like to quote some of the more important: (a) at the time of the trial, riders may be wanted for military duties; (b) there could be a temporary shortage of the type of machine the rider wishes to use; (c) the distances from riders' stations to the starting point may be too great from the

riders' point of view (has Mr. Venables noticed that there are occasions when service entries come from as far away as Ireland?); (d) the rider may not want to ride because of personal reasons.

When Mr. Venables voiced his "impressions" he could be excused for not appreciating the foregoing reasons, but I find it hard to believe that in these days anyone could constantly live in his own little world of motor cycles, ignoring the contents of every national newspaper which gives great space to the international situation, the movement of troops from this country and the run-down of the Forces.

In conclusion, I would again stress that all of us on the admin side will always do our best to see that the maximum available number of riders support a civilian trial when so invited.

Bordon, Hants.

D. C. OSMOND (Major)

## Touring in the Highlands

### *A Scot, Discovers the Delights of His Homeland*

BEING a Scot—and a motor cyclist of several years' standing—I was tempted for the first time this year to sample a tour of the Highlands, assisted by your admirable Touring Guide. As a result, I can heartily endorse the letter published in *The Motor Cycle* for June 19 under the heading "Highland Delights." The weather can indeed be quite horrible but the scenery and grandeur are breathtaking and well worth while.

I might add that my tour provided the running-in ground for

my new Triumph Twenty-One which went perfectly and created interest in many places. Moreover the friendship and comradeship of many unknown fellow motor cyclists was quite outstanding. I enclose a snapshot of the Spean Bridge (Great Glen) Commando Memorial taken during my tour.

Musselburgh, Midlothian.

A. GIBSON

#### Comments From a C.T.C. Official

REGARDING the letter from "Webbed Feet of Hampton Court" (August 21), I feel that I must reply. First of all, I cannot understand their remarks about bad catering over the border. Scotland has always been well known as a place for good, wholesome food and plenty of it, and certainly I have never found anything other than a good table.

As a consul of the Cyclists Touring Club, I am much interested in your correspondent's further remarks on the club's appointed places. To suggest that cycling as a pastime is losing popularity is to spread a very wrong impression. On the contrary, cycling is very popular indeed and there are numbers of establishments applying to be appointed as C.T.C. houses. After appointment they are visited from time to time by various consuls about the country and they thus provide a good, clean place at a reasonable price.

I would like to point out that the C.T.C. handbook is published for members only and hence your correspondents are not entitled to a copy unless they are members, which I doubt.



However, it does not make much difference, because C.T.C.-appointed houses usually charge a little more than stated in the handbook for people other than pedal cyclists. This applies even to C.T.C. members travelling other than by pedal cycle. In the handbook will be found many C.T.C. houses in Scotland as well as in England.

Finally, just a word about the famous Scottish weather. It is well known that Scotland does not enjoy such good weather as, for example, Devon and Cornwall, but who would expect it to? Where there are hills and lochs the rainfall must be greater and, indeed, the Western Highlands, renowned for their exquisite beauty, constitute the wettest part of Scotland. But let me assure your correspondents that Scotland does not get all the rain. I for one am thankful for the many lovely holidays I have spent north of the border in hot sunshine. If they will try again in a good summer, either in June or September, quite likely they will get good weather.

Worcester.

"C.T.C. CONSUL"

#### Cottages Favoured in Preference to Hotels

I AM very surprised to read of your correspondents' experiences in Scotland as I have made many tours of the west coast and have never found conditions like those described in your journal over the past few weeks. On several occasions I have taken my Scot through Wester Ross to Kyle of Lochalsh, Skye, Ullapool and the north-west and have always found good food and comfortable accommodation.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

I must admit that I always make for small cottages and not for hotels. To give an instance, last June I stopped at a small cottage near Loch Lomond and, even though it was after 9 p.m. when I arrived, I was given a meal that would have taken two to eat, a comfortable bed and an enormous breakfast, all for 17s 6d. Added to that, the bathroom was one I would not be ashamed of in my own home.

RICHARD G. FINCH

Carshalton Beeches, Surrey.

#### Insurance Premium

##### Extras that Motor Cyclists Have to Suffer

FOLLOWING on the insurance theme, I have worked for an insurance company for six years but have only just touched on motor insurance. Here are a few facts I have learnt. The transfer of a motor-cycle policy from one owner to another involves a motor cyclist in a fee of 5s; a car owner pays nothing. A green card costs a motor cyclist 50 per cent of his premium, but it costs a motorist nothing up to a certain period. Should a motor cyclist take his machine off the road there is no suspension rebate but for a car owner, of course, there is. Comprehensive insurance usually means that a motor cyclist has to pay the first £5 for damage to his machine in the event of any accident. Not so for car drivers.

In addition to the foregoing points the insurance company throws other obstacles in the path of motor cyclists in the form of loadings, restrictions of cover and various pettifoggery extra premiums that soon will make it as expensive to insure a little three-fifty as it is to insure a sports car.

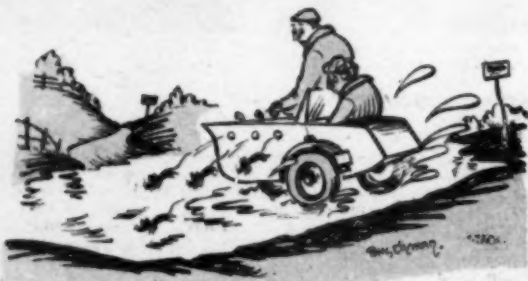
Rochford, Essex.

"UNEMPLOYED CLERK"

#### Riding Position

##### Machine Not Purchased to Impress Blondes

WITH reference to the article on riding positions in your issue for August 21, Mr. Wilson refers with obvious disdain to the "dropped-handlebar cult." I ride a Gilera 175 Sports with low handlebars. It is true I am only young but I have certainly not purchased this machine to impress any blondes. I ride it for my own amusement.



I have long arms and legs and find the riding position very comfortable, with hardly any strain on the wrists. Surely it is purely a matter of taste? The riding position in no way impairs control of the machine and I do not think it looks untidy. So will Mr. Wilson please go easy with that hatchet?

Graigfechan, N. Wales.

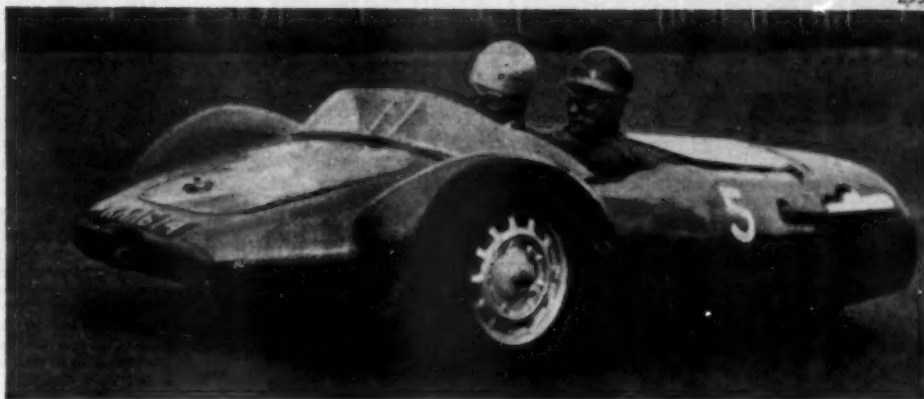
"RDM 475"

#### Reasons for Favouring a Dropped Handlebar

I SIMPLY must reply to George Wilson's article about riding positions (August 21) for I happen to be one of the "dropped-handlebar cult." Even stranger, my girl friend is a blonde but I do not try to impress her with dropped bars. On a journey,



Norman Lockwood's interesting three-wheeler was mentioned in last week's issue under "Sports News." Here it is (right) in action at Brands Hatch and below is a view of the Tiger 110 engine installation, backed by Lockwood's sun-tanned scalp!



my machine not having panniers, the tank top usually sports a grip containing my odds and ends, for my girl happens to live in Birmingham and I in London, so that constitutes my jaunt every weekend.

The grip provides a very nice rest for my chest and so relieves some of the pressure on my arms and wrists. Even without the grip, long journeys are by no means uncomfortable. And if any of the old 'uns are thinking of labelling me a coffee-bar racer or a dual-carriageway Charlie, they should know that any Sunday between the hours of six and eight in the morning they would see me on my way to Birmingham; and if under two hours is not good enough for that journey, I should like to know what is.

I will admit that I am still very young and willing to bow to the old 'uns whatever they may say as to riding positions. But who with a true love of the game would turn down the chance of a clear road, a potent machine between his legs and a semi-racing crouch? Only a person crippled with a spinal disease, surely.

London, E.17.

## Scooter Performance

### Regular Round Trips of Over 200 Miles

SIX months ago I swapped my three-fifty twin for a 200 c.c. scooter. Since then I have increased its mileometer reading by over 6,000 miles. I regularly do a 210-mile round trip at weekends. At first I wondered whether the smaller engine would stand up to long distances but I need not have worried. I have not been

let down once and I usually do the trip home (105 miles) in three hours. That includes negotiating Northampton and Leicester, both of which towns are usually quite busy at the time I pass through. I hope to do some touring next month during my leave, but I know in advance there is no need to pick my routes carefully so that the engine will not get beaten.

The only real criticism is the small tank which allows only about 150 miles' running on one filling. My honest opinion of scooters is that they are good. I am really amazed at the overall performance and am very satisfied.

R.A.F., High Wycombe.

"WKX 96"

## Capacity Classes

### Unnecessary Sizes Between 100 and 250 c.c.

"THE customer is always right" is a well-known saying and, therefore, motor-cycle manufacturers are naturally always trying to produce machines to please the public. However, I suggest that the latest trend of producing two-strokes of slightly varying capacity is taking things a bit too far. In recent years we have had the following engine sizes: 100 c.c., 125 c.c., 150 c.c., 175 c.c., 200 c.c., 225 c.c. and 250 c.c. That is, seven engines with only 150 c.c. capacity difference between them—just think of the spares thereby needed for the different engine sizes alone.

Surely it is about time some type of standard in capacities was evolved. I would have thought that 100 c.c., 150 c.c. and 250 c.c. were sufficient to satisfy most needs. What do other readers think?

JOHN A. CORFIELD,

Welshpool, Mont.

## Trouble on the Road

### Distress Signal Not Needed, Says this Newcomer

WITH regard to "Ixion's" suggestion of a white handkerchief tied to the handlebar (August 14), I have just bought myself a motor cycle after riding a bicycle for six years. I had quite a bit of trouble to start with but I was very glad to find that when I had any bother, invariably the first motor cyclist along that way would stop to see if he could be of any help. I think there is no need for a universal signal of distress as the majority of motor cyclists are most helpful.

D. PEARNER

Bristol.

## The National Rally

### A Non-finisher is Looking Forward to Next Year

THIS year I competed in my third National Rally and, although I was forced to retire at Peterborough owing to delays with machine trouble, I very much appreciated the friendly clubman spirit at the controls. My sincere thanks go to the members of three of the check points I visited: to the Newcastle Club for valuable route assistance; to Middlesbrough for the cup of tea and information about the club; and especially to the York control for the 1½ hours' assistance freely given to me in tracing trouble after a blown gasket. I am looking forward to the next A.C.U. National Rally.

"No. 481"

Glasgow, E.1.

## HOLIDAY NOTES

# Look at Gliding

By "LANDLOPER"

**S**INCE the time of the Greeks, men have been trying to find the secret of soaring flight. It is only in this age of powered flight that real success has come. Once he is launched, the glider pilot wins height by his skill in playing the air currents and, even more than fishermen, in jousting with the elements. These sleek, smooth gliders swoop like gulls or hang for a moment as motionless as a hawk.

GLIDING IS essentially a team effort, calling for a band of willing helpers to handle the gliders on the ground and assist in the launchings. Gliding fields are therefore usually run by clubs. Delicate to a

degree that one almost hesitates to trust one's earth-bound body in them, gliders spread an air of phantasy over the whole pastime. The gliding fields are equipped with all the paraphernalia of a real airfield scaled down to the non-powered requirements of the glider. The control tower even records take-off and landing times (it also collects shillings from visitors and books teas in the club-house). The types who pilot these craft are a strange, youthful-minded collection of enthusiasts with a trace of R.A.F. aloofness and gaiety about them.

THE LARGEST CENTRE is Lasham Gliding Centre at Lasham Aerodrome,

near Alton, Hants. It houses ten different gliding clubs and groups with a total of some 700 members. Other big centres are Nymphsfield, near Stroud; Marshall's Aerodrome, Cambridge; Dunstable Downs; the Long Mynd, Church Stretton, Shropshire; Camphill, Great Hucklow, Derbyshire and Portmoak on the shores of Loch Leven in Scotland.

GLIDERS ARE COSTLY, ranging from about £600 to as much as £2,000, and the majority are owned by clubs. Out of 258 gliders operated, only 61 are privately owned. Most clubs offer joy trips in which visitors can sample the thrills of powerless flying for 10s or so. If you are more ambitious you can join a club and learn to fly yourself; it will cost you about £25 to attain solo standards.

WHEN YOU HAVE QUALIFIED, the sky is the limit! Usually flights are short as other members are waiting for a chance, but the U.K. records stand at 28,500ft for height and 348 miles for distance (petrol consumption, nil). The difficulty of long-distance flights is that the glider has to be brought back by road. For travelling, the wings are taken off and the glider packs into a long cocoon on two wheels.

THE SPORT has its own jargon. A glider is a sailplane. The term gliding means merely to glide earthward from one's starting point. Nowadays the pilots soar on rising air currents (thermals to them). The expert pilot is one who is able

*Perfect peace and quiet but plenty for the pilot to do. This sailplane has just been launched from the Long Mynd, near Church Stretton, a favourite weekend touring ground for many Midlanders and well known to Victory Trial competitors*



To get the best of everything

**BSA** AGAIN SPECIFY

## CHAMPION SPARK PLUGS



**This year sees FIRST the 650 c.c. Super Rocket, NOW THE NEW 250 c.c. STAR**

Whatever model you ride, remember to look after your spark plugs. Replace them when worn with new Champions—you'll feel the difference straightaway!

### SEE FOR YOURSELF

You can see the exact condition of your plugs in one minute with the Champion "Plugometer" plug check. Buy this useful tool for yourself; it only costs 3/6.

**CHAMPION**

**SPARK PLUGS**





## **Vespa** COMPLETES 100 LAPS OF THE I.O.M. IN 100 HOURS!

Shell Two-Stroke Service keeps Vespa  
running smoothly over 3775 gruelling miles

ANDRÉ BALDET and co-rider Dennis Christian have just completed 100 laps of the Isle of Man T.T. Circuit in 100 hours—a total distance of 3,775 miles.

During this endurance test, André Baldet relied on Shell Petroil Mixture containing the famous Shell 2T Two Stroke Oil to keep his Vespa at top performance. That's because Shell 2T controls spark plug fouling, combats corrosion, reduces deposits and minimises exhaust 'port blocking'.

This is not the first time that André Baldet has proved Shell 2T. Earlier this

year, he took a Vespa to the Continent and travelled 3,620 miles through blizzards and snowstorms in ten days.

No wonder Vespa like so many other leading manufacturers recommend Shell 2T Two Stroke Oil. They know that there is no better safeguard for their engines.

Fill up with the same Shell Petroil Mixture at your local Shell Station. Most Shell Stations have a Petroiler—the pump that delivers petrol and Shell 2T Two Stroke Oil ready mixed. With this mixture in your tank you will really go.

to find these thermals which can lift the machine thousands of feet. Thermals are usually found above dry moorlands or sands, close to steep ranges of hills and where there are areas of houses. The Germans were the pioneers of gliding, but since the war there have been several British world champions. Incidentally, the English Channel was first flown in a sailplane in 1939.

## WHAT'S ON

**Aberdeenshire.**—September 4: Royal Highland Gathering, Braemar.  
**Argyllshire.**—September 10 and 11: Highland Gathering, Oban.  
**Darbyshire.**—To October 5: Illuminations, Buxton.  
**Devonshire.**—September 6: Carnival, Totnes.  
**Essex.**—To October 19: Illuminations, Southend on Sea.  
**Glamorgan.**—To September 27: *Son et Lumière*, Cardiff Castle.  
**Gloucestershire.**—To September 18: *Son et Lumière*, Gloucester Cathedral.  
**Hampshire.**—September 5 to 7: S.B.A.C. Air Display, Farnborough.  
**September 13 to 20:** Carnival week, Ringwood.  
**Herefordshire.**—September 6: River carnival, Hereford.  
**Ile of Man.**—To September 6: International dance congress.  
**Ile of Wight.**—September 6 and 7: Regatta, Cowes.  
**Kent.**—To September 28: Illuminations, Ramsgate.  
**Lancashire.**—To October 20: Illuminations, Blackpool and Morecambe.  
**Lincolnshire.**—To October 7: Illuminations, Skegness. September 6 to 12: Carnival week, Skegness.  
**London.**—To October 11: *Son et Lumière*, Greenwich. September 10 to 13: Searchlight tattoo, Woolwich.  
**September 13:** Cycling championships, Herne Hill Stadium.  
**Perthshire.**—September 6: Highland games, Pitlochry.  
**Somerset.**—September 8: Tor Fair, Glastonbury.  
**Staffordshire.**—September 8: Sheriff's Ride, Lichfield; Horn Dance, Abbot's Bromley.  
**Warwickshire.**—To October 4: Illuminations, Leamington Spa.  
**Yorkshire.**—September 7: Veteran Car Club rally, Hull to Scarborough.  
*(A full list of motor-cycle fixtures appears on page 302)*

## Scooters at Tattoo

TRICK RIDING by the Thames Valley Vespa Club will be one of the highlights of the Battle of Britain Tattoo organized by the Sevenoaks branch of the Royal Air Forces Association at Knole Paddock, Kent, on Saturday, September 13. If a sufficient number of scooter enthusiasts attend, the organizers will stage a parade. Other attractions are physical training and model aircraft displays, a demonstration of bullet catching and escaping from scaffolding and from a packing case by Peter Stedman, and a safety motoring competition. The tattoo starts at 3 p.m. (Secretary is E. W. Payne, 86, Hillingdon Avenue, Sevenoaks, Kent.)



Anxious moment for some members of the launching team as the sailplane loses height and banks toward them. Flat down they go in a hurry to miss that menacing wing-tip

## ROAD WORKS

IT is reported by the Automobile Association that congestion due to road works is likely during the coming week on the following holiday routes:—

**A4 (London-Bath).**—Single-line traffic at Box Village, near Bath.

**A6 (London-Carlisle).**—Single-line traffic at Milnthorpe, between Carnforth and Kendal; single-line traffic south of Shap, between Kendal and Penrith.

**A20 (London-Folkestone).**—Single-line traffic near Bearsted, between Maidstone and Charing.

**A361 (Taunton-Bampton).**—Single-line traffic 2½ miles west of Wiveliscombe; diversion at Frome.

## AVOIDING HEAVY TRAFFIC

MIDLANDERS bound for Weston super Mare usually travel by way of Gloucester and the distance from, say, Leicester is 136 miles. However, for those who do not mind adding some 26 miles to the journey there is an R.A.C.-recommended

route which will avoid much of the heavy traffic. Here it is.

Leave Leicester by Aylestone Road (A426) to Rugby. There turn left at the end of Oliver Street and so into Lawford Road and Warwick Street. After passing Rugby School turn right into Dunchurch Road. Once through Dunchurch, take A423 to Banbury and at the roundabout continue ahead on to A41 and then shortly to A361.

This route leads through Bloxham and Chipping Norton, which leave by West Street for Shipton under Wychwood and Burford. Soon afterwards, pass over the cross-roads and join A433 to Aldsworth.

Nearly six miles after crossing the river, join A429 to Cirencester, then take B4428 and A429 again to Crudwell and Malmesbury. Follow this road to Chippenham. The route then lies through Laycock, Melksham, Trowbridge, Norton St. Philip, Radstock and Midsomer Norton and joins A37 at Farrington Gurney.

Keep right by R.A.C. Box No. 134 to Chewton Mendip then turn right on to A368. By Box No. 143 keep right to Banwell and turn right to the junction with A370. Then turn left for Weston super Mare.

## Weather Forecasting

### All-round Signs

ONE can make fairly accurate 12-hour forecasts by taking note of the sky and its varying colours, the cloud formations and even the shifts of wind that take place between one day and another. And, of course, the barometer is always a very useful guide. But there are many other ways of making local forecasts.

One method is by looking out for haloes. A white halo—solar or lunar—is nearly always a sign of rain and wind, but a reddish-brown halo occurring after a fine day means that there is no risk of any change in the weather.

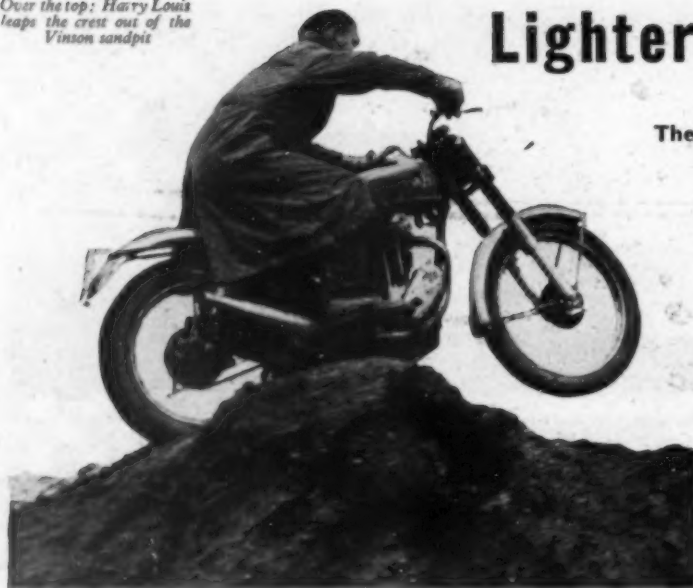
"A good hearing day is a day of wet," warn the old almanacks. This is very true. If you are parked by the roadside and can hear what appear to be distant sounds—and yet the air is very still—expect rain to fall within four to five hours.

According to many people, days of good visibility should be equally mistrusted: "The farther the sight, the nearer the rain." However, treat that one with a little reserve. Good visibility when there are strong westerly winds blowing—yes, that means rain all right! But good visibility with east or north-east winds could mean dry weather for at least seven to eight days. If you are familiar with certain hills or hill ranges, as viewed from one road or another, expect rain when the hills seem closer to you than usual.

To return to fine-weather signs, look out for late night or early morning mists. They usually "melt" before the sun until about the middle or end of October. After that this rule no longer applies. A winter or late autumn mist will be shifted only by a good strong wind!

By DAVID BOWEN, F.R.Met.S.

Over the top: Harry Louis leaps the crest out of the Vinson sandpit



## Lighter and Shorter

The Latest A.J.S. Three-fifty Trials  
Model : Impressions After Some  
Strenuous Exercise on a  
1959 Prototype

**P**RODUCTION trials models have changed quite a bit during the last decade. In the late 1940s they had solid frames and engines that pulled unflatteringly at tick-over speeds, but were not particularly sprightly on a wide throttle. The weight saving was limited to using narrow-blade mudguards and smallish fuel tanks, and removing lighting equipment. Riding styles were different, too; the top boys were, above all, balancing artists.

Then the trials elite accepted spring frames, after maintaining for years that a solid frame was essential for maximum wheel grip! Weight had to be saved elsewhere to compensate for the pounds added by spring frames so aluminium-alloy cylinder heads, barrels and mudguards became common. Riders realized that some sections could be more successfully tackled on full ignition advance and a whiff of gas.

Nowadays the trials model is a remarkably functional tool. It has rear springing with a reasonably wide range of movement; provides gas-engine, low-speed pulling combined with racer revs at a twist of the grip; and almost every pound of unnecessary weight has been shorn off by thoughtful design. In riding styles, "flat in two" and faster is the usual gait, with the Blondin stuff reserved solely for where no other technique is possible.

A.M.C. competition models, the Ajays and Matchless, have always been in the forefront of the evolution race and so have the factory riders—Hugh Viney a few years ago and Gordon Jackson at the present time. Let me introduce you, therefore, to a prototype 1959 A.J.S. trials job which we had fun with a few days ago. As compared with this year's model, it had some important modifications: a shorter and lighter rear sub-frame and rear fork; smaller-diameter front-fork, stanchions and sliders; 5 1/2-in. diameter brakes with waisted hubs instead of 7-in. brakes in full-width hubs; a 2 1/2-pint oil tank (4pt on current models) that is well clear of the leg when one is poised on the footrests; wheelbase shorter by 1 1/2 in to 52 1/2 in;

dry weight in trials trim down by about 25 lb to under 300 lb.

Have you ever been to a sandpit just after the excavators have finished their work? The sides offer a virtually sheer 25ft drop. At any rate they do at the newest piece of rough-stuff on the Sidcup Club chairman Mick Vinson's farm. Without the slightest hesitation, Gordon Jackson had given his bogwheel a squirt of throttle and was riding diagonally down the near-vertical side and ploughing a deep furrow. Only his courage in opening the throttle hard and driving down kept him from hurtling sideways to the bottom and landing in a heap—the modern technique demonstrated to the ultimate degree. After a little easing of the edge with pick and shovel the Jackson furrow became a comparatively easy section for full-

bore, second gear climbs and Jock West, Mick Vinson and I were all successful sooner or later, even under the critical eye of spectator Hugh Viney.

Of course, we had lots more fun on other sections not far away. On greasy chalk, in mud, up and down steep banks, along narrow, twisty tracks among trees, and we also reeled off a few laps of the Canada Heights scrambles circuit.

The new A.J.S. is a remarkable all-rounder, is at home on any type of rough-stuff, is as stable, it seems, as any two-wheeler could be on the most slippery of surfaces, is easy to balance at a snail's pace and has no tendency to buck on wavy going when at speed in spite of the shorter wheelbase. The engine plonks to perfection but has the surge of a scrambler when given the gun; it starts readily, is quiet mechanically and does not get fretful when really hot after punishment in boggy going.

Over the years it has been my good fortune to borrow A.M.C. factory jobs for Press trials. At the time I have thought them to be the last word in trials hacks. They were, but improvement is always possible. The latest models have the Jackson stamp. How are they better? "The lower weight," says Jackson, "particularly the pounds saved at the front end, makes them just that bit more positive on the steering. The shorter wheelbase improves wheel-grip and really shows up to advantage on naggy sections."

That's fair comment. I predict that as the 1959 models come into use, trials organizers will be faced with more and more clean sheets!

H. W. L.

On the left, Gordon Jackson, whose ideas have been taken into account in redesigning the A.J.S. and Matchless trials models, enlarges on their merits. The location is the Canada Heights scrambles course





# Sassenach Wins

## Anglo-Scottish Duel Among the Heather in Highland Trial

THE Highland Club of Inverness had a record entry of 67 for its Highland Two-day Trial last Saturday and Sunday. Starting from the traditional headquarters at the Palace Hotel in the shadow of Inverness Castle, the course took in all the well-known sections on the heather-clad heights round Loch Ness, with those two old terrors Boleskine and Creag Breac included on both days—on the way out on Saturday morning and both out and in on Sunday.

As usual Creag Breac, that long, rocky climb through the heather from Foyers, played a major part in the destination of the trophies. With an early number, the Lochaber Club's D. G. Hogg (497 Ariel) tackled it at its worst on Saturday and fought his way to the summit without dropping a foot. More than half the entry had gone by before Eric Adcock (197 Dot) emulated his performance. In contrast, last year's winner, R. A. Brown (497 Ariel), dropped 11 marks before reaching the summit. On Saturday night Hogg was in the lead with a loss of 12 marks; Dundee's R. Thomson (348 B.S.A.) was one mark behind and Adcock was a single further mark adrift.

After a night's rain the hills were in prime condition for Sunday, when the competitors were sent off in reverse order. Soon the bush telegraph indicated a wholesale loss of marks right down the entry, with a battle royal developing between Hogg, Thomson and Adcock—two Scots and a Sassenach—many marks ahead of the field. On the way out Hogg dropped six marks at Boleskine. At Creag Breac Adcock had a stop, Thomson lost 13 marks in three of the sections and Hogg got away with footing.

At Auchterawe Thomson lost a further six marks and Adcock dropped his Dot among the vicious rocks in the top sub-section where Hogg footed his way out of trouble. Only Edinburgh's Jack Williamson (497 Ariel) cleaned the entire hill with a magnificent full-bore climb and Lawrie McLean (who appeared in the programme as J. Buchan) got very near to success before a large rock threw

him and his Royal Enfield into the scenery.

Coming to the final climb of Creag Breac on the way back to Inverness, Hogg was still in front by a single mark from Adcock, with Thomson, who had been riding magnificently to make up for his morning lapse on the hill, a further two marks behind. Adcock made a copybook climb of all six sections while Thomson came last and footed through one sub-section to fall two marks behind Adcock. The Sassenach retained his lead to the finish to take the trophy south of the border for another year. Hogg dropped another mark in the final section which enabled Thomson to equal his loss, but the Lochaber man won the Inverness Cup as runner-up by a 5s margin in the special test.

**Highland Two-day Trophy.**—E. Adcock (197 Dot), 54 marks lost; **Inverness Cup** (runner-up).—D. G. Hogg (497 Ariel), 37. **Finkelstein Shield** (club team prize).—Kirkcaldy, 185. **500 c.c.**—O. W. Noble (Norton), 56. 198 c.c.—R. Thomson (B.S.A.), 57. 199 c.c.—P. B. Armstrong (Greenall), 64.

**First-class Awards.**—D. Youngusband (347 Ariel), 55; R. A. Brown (347 Ariel), 57; J. H. Birrell (497 Ariel) and A. Fender (348 B.S.A.), 65; J. Pryde (347 Ariel), 65; A. D. Smith (348 B.S.A.), 66; W. McLeod (497 Ariel), 68; A. M. L. McLean (346 Royal Enfield), 68; J. W. Duncan (497 Ariel), 75; B. Williams (499 B.S.A.), 77; J. D. Williamson (497 Ariel), 79; R. O. Scott (499 B.S.A.) and D. C. Birrell (347 Ariel), 85.

## Big Turn-out

THE biggest number of competitors for any scramble in Scotland this year turned out for the Edinburgh Southern Club's Championship Scramble, held at Tarfhaugh Farm, West Linton, on Sunday. There were 58 runners, no fewer than 12 of whom were from the Newcastle area. Run in ideal weather, the meeting attracted some 3,000 spectators and provided excellent sport for them as well as for the riders.

In the 250 c.c. event I. D. Lawson (Francis-Barnett) led throughout but at first was hotly pursued by J. Davies (D.M.W.), who is the present 350 and 500 c.c. scrambles champion. However, Davies, riding his

B.S.A., went like the wind to win the 350 c.c. final. At first J. Campbell (Shannon) was on his heels, then J. I. Bell (B.S.A.) took a completely new line right through the middle of the bog to pull up from tenth to third position behind T. Reynolds (249 Dot) after Campbell had dropped back.

On his Royal Enfield, Bell was slow off in the Unlimited c.c. event but he led by the end of the opening lap and went on to win.

**250 c.c. Race.**—1. I. D. Lawson (Francis-Barnett); 2. T. Reynolds (Dot); 3. R. Pine (Francis-Barnett); 399 c.c. **Race.**—1. J. Davies (B.S.A.); 2. Reynolds (249 Dot); 3. J. I. Bell (B.S.A.). **Unlimited c.c. Race.**—1. Bell (Royal Enfield); 2. O. Shearer (507 A.J.S.); 3. O. Hodge (348 B.S.A.). **Mitten Trophy.**—1. Hodge; 2. Bell; 3. A. Jones (348 B.S.A.).

## Sunny at Springfield

SPECTATORS enjoyed sunshine and fast racing on a dry course at the Leicester Query Club's scramble at Springfield Hill Farm on Sunday. J. Burton, riding 348 and 499 c.c. B.S.A.s, swept the board, winning the 350, 500 and unlimited c.c. events.

**Handicap Race.**—1. N. Harris (348 B.S.A.); 2. J. Burton (497 Ariel); 3. N. H. Francis (201 Francis-Barnett); 350 c.c. **Race.**—1. A. Webb (197 Francis-Barnett); 2. N. Storer (197 Greaves); 3. W. R. Ball (Francis-Barnett); 380 c.c. **Race.**—1. J. Burton (B.S.A.); 2. Webb; 3. Storer; 340 c.c. **Race.**—1. Burton (B.S.A.); 2. D. Bowerman (B.S.A.); 3. Storer. **Unlimited c.c. Race.**—1. Burton; 2. Bowerman; 3. Storer.

## Vintage Sprint

RIDING Gordon Colquhoun's 998 c.c. Vincent at his first sprint meeting, Alf Hagon made best time of the day in 11.28s at the Vintage M.C.C. Sprint held at Witchford Airfield, near Ely, on Sunday. Both the weather and the surface of the quarter-mile course were excellent and some 300 runs were made in good time.

A. A. Morgan (Rudge) put up the best vintage time and C. Breese, riding a Scott, won the Pickering Trophy for the best vintage rider under 21 years of age. George Brown, unusually mounted on an N.S.U., won the 250 c.c. Standard Class and a creditable performance was that of J. A. Winfield, who clocked 14.14s on a 649 c.c. Triumph in full road trim.

**Best Time of the Day.**—A. A. Hagon (998 Vincent), 11.28s. **Fastest Vintage Rider.**—A. A. Morgan (499 Rudge), 14.51s. **Best Vintage Rider Under 21.**—C. Breese (489 Scott), 16.16s. **125 c.c. Racing Class.**—C. A. Burridge (B.S.A.), 17.21s. **250 c.c. Racing Class.**—J. T. Terry (Ariel), 17.26s. **350 c.c. Racing Class.**—F. Booth (Ariel), 17.35s. **500 c.c. Racing Class.**—B. S. Cuff (J.A.P.), 18.13s. **750 c.c. Racing Class.**—Cuff (497 J.A.P.), 18.13s. **1,000 c.c. Racing Class.**—Hagon. **350 c.c. Vintage Class.**—P. R. Cramp (Velocette), 18.13s. **500 c.c. Vintage Class.**—Morgan. **Vintage Sidecar Class.**—O. Neal (506 Scott), 20.58s. **600 c.c. Sidecar Class.**—L. W. Collins (485 Velocette), 18.52s. **1,000 c.c. Sidecar and Three-wheeler Class.**—M. S. L. Brierley (998 Methanon), 13.78s. **150 c.c. Standard Machines.**—G. Brown (N.S.U.), 19.35s. **500 c.c. Standard Machines.**—I. D. James (Vincent), 17.08s. **750 c.c. Standard Machines.**—J. A. Winfield (649 Triumph), 14.14s. **1,000 c.c. Standard Machines.**—A. B. McPherson (Vincent), 15.72s.

## Get Up to Date

OUR inadequate roads system is the blight of Britain, yet only in the past year or so has any attempt been made to face the problem. Now, accompanied by trumpeting from the Ministry of Transport, a start has been made on the building of motorways. Nevertheless, the level of spending on improvements and on new roads remains below what is obviously necessary to keep pace with the growth of traffic.

In tomorrow's issue of our associated journal, *The Autocar*, plans and prospects for British roads are considered in detail. Roads concern all of us and if you want to be brought right up to date on the subject get tomorrow's issue of *The Autocar* from your newsagent, price 1s, or from Hife and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

D. G. Hogg (497 Ariel) of Lochaber on Creag Breac, one of the most testing of the sections in the Highland Two-day Trial. Hogg made runner-up performance





At the B.S.A. factory, teamster Eric Chilton's 646 c.c. twin engine is fitted into a Gold Star frame. Using the spanners are John Bastick of Lucas, and Brian Martin and Bob Harris of B.S.A.s

## Team Roll-call

Britain's Trophy and Two Vase Riders Receive a Final Briefing  
for the International Six Days' Trial

**G**IVEN a slight stretch of the imagination, Reading in Berkshire last Monday might have been Garmisch-Partenkirchen in Bavaria three weeks ahead. Britain's three teams in the International Six Days' Trial (September 22 to 27) were on parade for a final inspection of machines, riding gear and travel documents. They are to joust with teams from Austria, Czechoslovakia, East Germany, West Germany, Italy, Poland, Sweden, Switzerland and the U.S.S.R.

Britain's six for the International Trophy contest are John Brittain (346 Royal Enfield), Dave Curtis (498 Matchless), John Giles (649 Triumph), Ken Heanes (649 Triumph), Brian Martin (499 B.S.A.) and Bob Manns (347 Matchless). They will compete against the nations mentioned earlier except Austria, Poland and Switzerland which are entered for the Silver Vase only. Britain has nominated two teams in the Vase contest. A: Tim Gibbes (497 Ariel), Ron Langston (497 Ariel), Roy Peplow (498 Triumph) and Sid Wicken (347 Matchless); B: Jim Sheehan (499 Velocette), Jack Simpson (248 Greeves), Peter Striland (346 Royal Enfield) and Brian Stonebridge (248 Greeves). Reserves are Terry Cheshire (246 Royal Enfield), Peter Fletcher (346 Royal Enfield) and Triss Sharp (249 Francis-Barnett). The

other nine nations have entered 15 Vase teams.

On Monday the machines were being checked over by Jack Stocker, technical team manager, while Harry P. Baughan, general team manager, with Vic Anstice, A.C.U. and F.I.M. official, were examining documentation.

No Velocette has appeared in a British I.S.D.T. official team since 1939 when Billy Tiffen rode a 348 c.c. model in the Silver Vase contest; therefore Sheehan's mount, which was not at the eliminat-

ing tests in Wales last June, was under scrutiny for the first time. The cradle-type frame is that of the new 1959 scrambler model to be announced next week, as are the rear fork and its pivot.

Briefly, the main frame is made up of straight 1½-in.-diameter tubes for the front, top and seat members, with a duplex cradle for the power unit. The new sub-frame comprises a horizontal tubular loop bolted to the main frame under the nose of the dual-seat and braced by diagonal tubes bolted to lugs at the rear of the cradle. Gusset plates at the junction of the loop and the diagonal tubes carry the upper mountings for the Woodhead-Monroe suspension units; the mountings are fixed and do not provide adjustment as on the roadsters. The Velocette front fork is as on current scrambler machines.

The pushrod o.h.v. power unit has a compression ratio of 8.6 to 1. Power output is 34 b.h.p. at 6,300 r.p.m. with silencer and air filter fitted. A deviation from standard is a Lucas waterproof magneto.

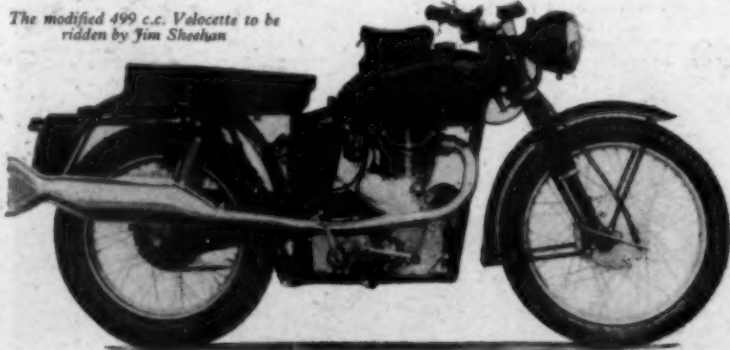
A full-width front hub of Venom pattern is used but the quickly detachable rear hub is of MSS type with six retaining studs. The oil tank is on the left side of the seat tube and a very large air filter is on the right. Between them is an oil container with leads to the front and rear chains. An oil-bath primary chain-case is fitted; the feed is precautionary and can be brought into use should the case be damaged and lose its oil. Weight of the machine complete with Miller lighting equipment is about 360 lb.

Because the riding schedules of I.S.D.T.s usually leave riders of larger-capacity mounts no time for loitering and, furthermore, the final one-hour speed test demands plenty of horses, it is usual for high-performance engines to be used. Typical in the single-cylinder category are the B.S.A. (ridden by Brian Martin), the Ariels and the Matchless.

Martin's B.S.A. is a Gold Star with Magdyno lighting, as cobby as they come, but with, of course, the usual special equipment—extra-large air filter, small headlamp, duplicated control cables, an air bottle and so on.

The Ariels (Gibbes and Langston) have modified trials engines in standard trials frames. The engine changes are chiefly use of the scrambles light-alloy cylinder head and a compression ratio of 7 to 1 (as against 9 to 1 for scrambles units). Magdynos are fitted.

The modified 499 c.c. Velocette to be ridden by Jim Sheehan



*Britain's Trophy team on parade. The riders are Bob Manns (347 Matchless), John Giles (649 Triumph), Brian Martin (499 B.S.A.), John Brittain (346 Royal Enfield), Dave Curtis (498 Matchless) and Ken Heanes (649 Triumph)*



*Left are the Vase B men. They are Jack Simpson (248 Greeves), Brian Stonebridge (248 Greeves), Jim Sheehan (499 Velocette) and Peter Stirling (346 Royal Enfield). Right is the A team: Sid Wicken (347 Matchless), Tim Gibbs (497 Ariel), Ron Langston (497 Ariel) and Roy Peplow (498 Triumph)*

Scramblers, too, are the basis of the Matchless ridden by Curtis, Manns and Wicken. The last two riders have selected three-fifties because they would be more handleable on the rough-stuff should the weather be bad, yet will have plenty of performance for sections where speed is required. The three-fifties, indeed, are extremely potent and Manns reported that his model was reaching nearly 85 m.p.h. without his making any effort to crouch and reduce wind resistance.

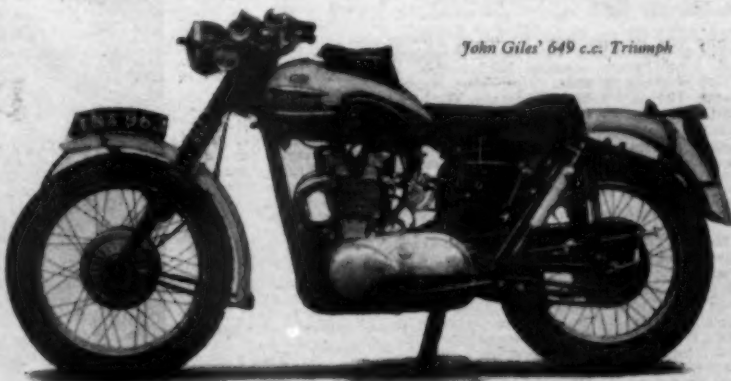
The Triumphs (six-fifties for Giles and Heanes, a five-hundred for Peplow) are brightly finished in red and cream. Lighting is direct from a crankshaft-mounted alternator and ignition is by magneto. Everything possible has been done to protect vulnerable components from rocks and tree stumps: metal shields are fitted at the front of the primary chaincase and round the Vokes air filter.

The three-fifty Royal Enfields, too (Brittain, Fletcher and Stirling), have A.C. generators for direct lighting and magnetos for ignition. Cheshire's two-fifty has the Lucas energy transfer system in which four of the six alternator coils are tapped to feed a high-tension coil for ignition and the remaining two provide lighting current. No rectifier or

battery is necessary. All the Royal Enfields are neatly prepared and beautifully finished.

Sharp's 249 c.c. Francis-Barnett is basically the Scrambler 82 but has a 3½-gallon tank and lighting equipment. Other details are 6in-diameter brakes front and rear and 2.75 × 19in front and 4.00 × 18in

rear tyres. The excellently prepared 248 c.c. Greeves models (Simpson and Stonebridge) are almost identical with those seen at the selection tests. Among the special features are stiffened brake drums, two accessible ignition condensers (one in reserve) and the left-side arm of the pivoted rear fork used as a chain oiler.



*John Giles' 649 c.c. Triumph*



## SPORTS NEWS

## Moto-Cross des Nations

Teams from Seven Countries for Contest in Sweden Next Sunday

**S** EVEN teams representing Belgium, Denmark, France, Great Britain, Italy, the Netherlands and Sweden will contest the Moto-Cross des Nations taking place at Knutstorp, near Helsingborg, Sweden, next Sunday. As already announced, the British representatives are Dave Curtis (498 Matchless), John Draper (499 B.S.A.), Ron Langston (497 Ariel), Brian Martin (499 B.S.A.), Derek Rickman (499 B.S.A.) and Don Rickman (499 B.S.A.). Team manager is Harold Taylor.

Members of teams from the continent are as follows: **Belgium**.—René Baeten (F.N.). Herman Desoete (Matchless), Fernand Neri (B.S.A.), Raymond van Obbergen (A.J.S.), Alfons Rombauts (B.S.A.), Jean Somja (B.S.A.); Huber Scaillet cannot start although nominated originally. **Denmark**.—Ejvind Hansen (A.J.S.), Mogens Rasmussen (Matchless), Arne Nielsen (B.S.A.), Boris Rasbro (B.S.A.), Svend Aage Hansen (B.S.A.), Niels Blumensadt (A.J.S.); reserves, Thorvald Obro or Bjarne Sørensen. **France**.—Robert Klym (B.S.A.), René Combes (B.S.A.), Jean Cros (B.S.A.), Guy Bertrand (B.S.A.), René Klym (B.S.A.), Jacques Schmid (B.S.A.). **Italy**.—Emilio Ostorero (MiVal), Vincenzo Soletti (Bianchi), Lanfranco Angelini (Gileira), Vittorio Reviglio (Gileira), Antonio Moretti (MiVal). **The Netherlands**.—Albert Dirks (B.S.A.), Jan Clynk (B.S.A.), Broer Dirks (B.S.A.), P. van den Oever (B.S.A.), J. C. H. Jansen (B.S.A.). **Sweden**.—Bill Nilsson (Crescent), Sten Lundin (Monark), Gunnar Johansson (Crescent), Lars Gustafsson (Monark), Raymond Sigvardsson (Matchless), Ove Lundell (Monark); reserve, Rolf Tibblin (B.S.A.).

Since the first Moto-Cross des Nations was held in Holland in 1947, Britain has won on eight occasions. The meeting on Sunday will be the 12th in the series.

## Looking for Jobs

MEMBERS OF the Mohawk Club are willing to act as marshals for trials in the Southern and South-Eastern centres held within a radius of about 40 miles from Farnborough, Hants. The only stipulation is that the club must be allocated a section or sections so that members are certain of a job to do when their services are requested. Arrangements should be made with D. Butler, 111, Fernhill Road, Cove, Hants.

## Grass Championships

**THIS YEAR'S A.C.U.** Grass-track Championships take place on Sunday at Wiltoughby Hedge, four miles from Mere on A303. Decided will be the individual champions in the solo (350 c.c. and 500 c.c.) and sidecar categories; in addition, nominated teams from the Midland, Eastern, East Midland, South Midland, Southern, South-Eastern and Yorkshire centres will compete for centre championships.

The first race is at 2 p.m. and admission is free. Parking charges are: motor cycles, 2s 6d; cars, 5s; coaches, £1. Programmes will cost 1s. Organization on behalf of the A.C.U. is being undertaken by the Blackmore Vale Club.

## Syd Duxbury

**THE ILKLEY CLUB** lost one of its foremost officials on the death of James Sydney Duxbury, 67, who was buried at Otley Parish Church on Wednesday of last week. Syd, as everyone knew him, was president at the time of his death, had been a member for nearly 40 years and acted as treasurer for 25 years. He was an ex-Scott factory tester and competition rider.

## The "Manx Two-day"

**NINETY** riders from the mainland are taking part in the Manx Two-day Trial being held on Saturday and Sunday. The total entry, including Isle of Man riders, has reached the permitted total of 150. On Saturday the route, in the Douglas, Castle-town and Peel districts, will be covered in the morning so that riders and officials can attend the Snaefell Race in the afternoon. The start on Saturday is at 8.30 a.m. and on Sunday at 9.30 a.m., in both instances from the T.T. Grandstand in the Glenchutchery Road, Douglas.

**FIRST RACE** at the Mallory Park Golden Helmet meeting next Sunday starts at noon and an excellent entry in the solo and sidecar classes has been received. Practising will take place between 9 and 11.30 a.m. The meeting is or-

ganized by the Nottingham Tornado Club. Mallory Park is situated five miles north of Hinckley between the Leicester-Hinckley road, A47, and the Nottingham-Hinckley road, A447.

**THE WEDDING** took place last Friday of Scots road racer T. B. Rutherford of Hawick and Miss Nan Millar. Rutherford is a familiar figure on a 247 c.c. N.S.U. at meetings throughout Scotland.

**RACING ENTHUSIASTS** Tommy Wood and Allen Dudley-Ward want a lift to Monza (out and back) to see the Grand Prix des Nations on September 14. Anyone who has car or van seats vacant should telephone Tommy at Southampton 74642.

**HELPERS TO PREPARE THE COURSE** on Saturday, September 6, for the Dorset Grand National at Nallars Farm, near Askerswell, Bridport, and marshals on the day (September 7) are urgently required by the Bridport Club. Those willing to assist should report at the circuit.

**SOME OF THE FASTEST** sprint machines in the country are entered for the Brighton Speed Trials on Madeira Drive next Saturday. Cars as well as motor cycles will take part and the meeting, organized by the Brighton and Hove Club, with the co-operation of Bemsec, starts at 2 p.m. Admission charges to the enclosures are 5s and 2s 6d.

**MORE THAN 120 RIDERS**, including Jeff Smith, Phil Nex, Brian Stonebridge and the Taft brothers, have entered for the Cambridgeshire Grand National, taking place on Sunday at 1 p.m. at Lawn Farm, Elsworth, near Cambridge. Admission to the course is free. Parking charges are: motor cycles, 2s; cars, 5s; coaches, 15s. Programmes will be on sale at 5s.

**AN OUTBREAK** of foot and mouth disease in the area may make it necessary to alter the route slightly for Saturday's national Mitchell Trial organized by the East-South Wales Centre. The start is at 11 a.m. from Guest, Keen and Nettlefolds (Cwmbran) Ltd., Clomendy Road, Cwmbran, near Newport, and entries total 68, including six sidecar outfits.

**NO FEWER** than 40 sidecars and 90 solos have been entered for the national Cadwell Park Championship race meeting on September 14. Pip Harris will be out with both his B.M.W. and Norton outfits and Bill Bevers, too, will appear with his B.M.W. Among the other sidecar competitors will be Cyril Smith, Bill Boddice, Charlie Freeman and Ernie Walker, all on Nortons. In the solo classes will be Mike Hailwood, Jack Ahearn, Alan Trow, Ken Patrick, George Catlin and Ned Minihan. Racing will begin at noon.

Barbados rider Clarence Hill is another addict of the Triumph-Norton cult. His special comprises a Tiger 100C engine in a Norton racing frame



# Smith Double

B.S.A. Star Best in Sunny

## Gloucestershire Grand National

FOR the second year in succession the Gloucester and Cotswold Club used its new course at Tirley for last Saturday's regional-restricted Gloucestershire Grand National—and for the second year in succession the organizers were blessed with magnificent weather. Light breezes tempered the sunshine and the 12-mile circuit was dry enough to be fast but not so dry as to be dusty. Some 75 riders—drawn from four centres—were listed in the programme, but the proximity of the Moto-Cross des Nations was doubtless responsible for the absence of last year's principal winners, Brian Martin and Dave Curtis.

Pace-maker in the ten-lap Junior Race was Peter Taft (B.S.A.) but well before half-distance Frank Underwood (B.S.A.) had gained control of the situation and he never looked like being beaten from then on. Challenging Taft for second place was Don Rickman on an extremely rapid Dot with the new 349 c.c. twin-cylinder RCA scrambles engine, but it seized solid on Lap 6 and thereafter third berth was held by Tommy Barker (B.S.A.).

Then came the Senior race and Jeff Smith's first appearance of the day. He got away fourth, headed by Frank Underwood, Roy King and Peter Taft, with Allan Bell not far astern; all five were B.S.A. mounted. Underwood and King drew ahead so swiftly that by the commencement of the third lap they were on the tail of slower riders who had circled the course only once!

The pace was too hot, though, and Underwood lost control when trying to pass a tail-end. As he fell, King careered into him and the two riders were injured sufficiently to warrant removal by stretcher—Underwood with a broken ankle and King with a damaged elbow. Peter Taft then took over the lead for several laps, chased hard by Allan Bell, but eventually Jeff Smith overtook them, and John Stallard (498 Triumph) worked his way up to third place behind Taft.

Smith again seemed in winning form for the Tirley Championship but after leading for most of the race he was displaced by Stallard on the big Triumph in as brilliant a display of riding as was seen at Tirley that day. Although the young Wolverhampton scambler tried desperately to hold his precarious advantage, Smith got to the front again on the last lap and beat his rival to the post by just over three seconds.

**Junior Race** (10 laps).—1. F. Underwood (B.S.A.), 50m 36s; 2. P. N. Taft (B.S.A.); 3. T. Barker (B.S.A.). **Lightweight Race** (6 laps).—1. Barker (B.S.A.), 10m 50.4s; 2. J. D. Stallard (199 Triumph); 3. D. J. Rickman (Dot). **Senior Race** (10 laps).—1. J. V. Smith (B.S.A.), 29m 52.8s; 2. Taft (B.S.A.); 3. Stallard (Triumph). **Tirley Championship** (10 laps).—1. Smith, 29m 5.6s; 2. Rickman (349 Dot).

## 212 m.p.h. at Bonneville!

FIRST Triumph rider to get going during the annual week of speed at Bonneville Salt Flats, Utah, U.S.A., last week was Bill Johnson on a Tiger 110. His mean speed for the flying mile was 147.32 m.p.h. (149.56 one way and 145.27 the other) to break the American Class C (650 c.c. standard machines) record. Previous holder was the one and only Johnny Allen whose speed was 136.28 m.p.h.

Another national record, in the 500 c.c.

## HIGHLIGHTS

- ★ Three 1959 ranges described—Velocette, Francis-Barnett and Bond. Advance news of an exciting addition to the Ambassador range.
- ★ Special fully illustrated description of the Moto-Cross des Nations in Sweden.
- ★ Eye-witness report on the Isle of Man Snafell Race; and all the news from Manxland during practising for the M.G.P.
- ★ Popular features including a selection of answers to readers' queries, "Competition Commentary" and sports coverage.

## NEXT WEEK

category, in Class A (limited only as regards capacity) was established by Jess Thomas riding a Triumph prepared by Jack Wilson. Mean speed recorded was 212.28 m.p.h. (214.03 m.p.h. in one direction and 210.53 in the other!)

## Shelsley Walsh

MEMBERS of B.M.C.R.C. put up a good performance in the Shelsley Walsh Hill-climb before a sizeable crowd on a day of glorious weather last Saturday. Hopes of winning the team contest against cars vanished when a car record of 36.60s was set up, but George Brown (998 Vincent) got within 0.61s of his ten-year-old record and George Salt, on a standard five-hundred Manx Norton, swept up in fine style in 38.86s to become runner-up.

Harry Voice took his solid-frame 498 c.c. Excelsior over the atrocious surface in 39.22s—a wonderful performance in view of the absence of rear springing. D. J. L. Macdonald (998 Vincent), now firmly established as a top-class sprinter, just pipped Howard German (596 Douglas) for the 1,000 c.c. class premier award. A sidecar record was set up by Bill Boddice (Norton) to round off a first-class meeting.

**349 c.c. Class**.—1. G. T. Salt (Norton), 40.15s; 2. H. D. German (Velocette), 40.25s. **500 c.c. Class**.—1. H. A. Voice (Excelsior), 39.22s; 2. E. R. Pitton (Norton), 39.65s. **1,000 c.c. Class**.—1. D. J. L. Macdonald (Vincent), 40.65s; 2. H. D. German (596 Douglas), 41.08s. **Sidecar Class**.—1. W. G. Boddice (Norton), 42.10s (record); 2. C. Hale (998 Halc), 45.22s. **Best Motor-cycle Time of the Day**.—G. Brown (998 Vincent), 37.74s. **Runner-up**.—G. T. Salt (499 Norton), 38.98s.

## Hants Scrambling

AN entry of 140, including most of the best riders in the south of England, was received for the Southern Centre Scramble Championships which took place at Oxenbourne Farm, East Meon, last Sunday. It seemed as though most of the regular scramble supporters were there, too, for by three o'clock the vehicle park was crammed to capacity. Organized by the Petersfield Club on behalf of the Southern Centre, the event was an unqualified success from every point of view.

Derek Rickman, using the two-fifty Dot twin which brother Don had ridden in the previous day's Gloucestershire Grand National, won the Lightweight final quite comfortably—and Don won the Experts' and

Solo Championship races after some spirited tussles with Ian Horrell. Rickman's 499 c.c. B.S.A. was no faster than Horrell's 497 c.c. A.J.S. along the straights, but around the many sharp corners and up and down the steep hills Rickman outpaced all his rivals.

**Lightweight Race**.—1. D. E. Rickman (Dot); 2. D. N. Woolson (197 Greeves); 3. D. F. Kelly (Francis-Barnett). **Sidecar Championship Race**.—1. W. A. Turner (Ariel); 2. R. Rose (J.A.P.); 3. R. E. Price (B.S.A.). **Novice Race**.—1. D. Budd (Matchless); 2. J. Collins (197 Greeves); 3. N. E. Nutt (B.S.A.). **Experts' Race**.—1. D. J. Rickman (B.S.A.); 2. I. S. Horrell (A.J.S.); 3. B. Parsons (B.S.A.). **Essex-Barred Race**.—1. S. B. Gollner (B.S.A.); 2. G. Kemp (A.J.S.); 3. Budd (Matchless). **Sidecar Handicap Race**.—1. A. Hayhurst (Ariel); 2. F. B. Woodward (Matchless); 3. A. F. Willoughby (B.S.A.). **Solo Championship Race**.—D. J. Rickman; 2. Horrell; 3. T. White (B.S.A.). **Sidecar Scratch Race**.—Turner; 2. Rose; 3. F. Wilkins (Ariel). **Novice-Barred Race**.—1. Horrell; 2. I. J. England (B.S.A.); 3. White.

FEWER motor cyclists travelled to the Continent by Silver City Airways in August this year. The total of 1,864 is about 250 less than in August 1957.

SOME 10,000 sq ft of floor space is provided at the new depot, 17-19, Renshaw Street, Liverpool, of the Bee Cycle and Motor Co., Ltd. The official opening took place last Monday.

WELL-KNOWN accessory and fittings manufacturer, Jim R. Ferriday, is no longer connected with Feridax (1957), Ltd., of Frederick Street, Birmingham, 1. Appointed to the board is C. T. C. Hall.

TRAINING SCHEME.—Next course for learners organized by the Greenwich Club starts on Wednesday, October 1. Details may be obtained from F. G. Martin, 2, Mona Road, Peckham, London, S.E.15.

FORMERLY Girling technical sales representative, W. G. (Bill) Fraser has taken up an appointment as manufacturer's representative in the Midlands and Wales of Greeves motor cycles. He will be riding Greeves machines in trials.

A FULL report on the S.B.A.C. Show at A Farnborough, Hants, is included in tomorrow's special issue of our associated journal *Flight*. Copies may be obtained from newagents, price 1s 6d as usual, or direct from Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

DRIVING licences current for three years and costing 15s are being issued to those with surpluses in the group G to H whose licences expire in the 12 months from September 1 (last Monday). Those in the A to F group have received three-year licences during the past year. Holders of provisional licences are not, of course, affected.

READERS' CORNER.—Appreciation.—D. F. (Widnes) thanks the Triumph T110 rider who assisted him with his Ambassador at Mostyn, N. Wales. Found.—August 22, Great West Road, between Gilliet Corner and Osterley Station, one gumbot with inner sock. Ref. No. 678. Experiences Wanted.—K. C. G. W. (Cardiff): summer camping tour through France to Rome, married couple on a solo.

A SPECIAL effort is being made to attract the maximum number of entries for the eliminating heats of the Metropolitan Motor Cyclist of the Year competition organized by the Wandsworth Borough Council and staged on Saturday, September 13, at Wimbledon Stadium car park, Plough Lane, London, S.W.17. Entry forms are available from the Municipal Buildings, Wandsworth, S.W.18, the Battersea Municipal Buildings, Lavender Hill, S.W.11, or from local motor-cycle dealers. Many prizes are offered and selected competitors will go forward to the finals to be held at Hendon on September 28.

REGULATIONS are available for the following events: the Galloway Club's open Championships Scramble (September 14). Entries close September 9. Secretary is Major W. B. Watson, Mun Abri, Leimond Place, Dalbeattie, Edinburgh. Southern Club's Scottish Experts' Trial (September 21). Entries close September 15. Secretary is A. Clynne, 62, Meadowhouse Road, Edinburgh, 12.

Snetherton Combine's road races (September 21). Entries close September 7. Secretary is R. J. Havers, 138, Hall Road, Norwich.

# ★ CLUB NEWS ★

**ALPERTON AND WEMBLEY.**—September 5: Meeting (Swan, Sudbury, 8). 7: Trial (Ace Café, 10). **A.M.C. Owners** (Bristol).—September 4: Meeting (White Lion, Fishponds Road, 7.30). (South Eastern).—September 7: Sussex tour (Windmill, Clapham Common, 9).

**Bond Miniatur** (East Anglia).—September 5: Club night (H.Q., 7.30). (Leicester).—September 4: Meeting (St. Mary's, 8). 7: Cotswold tour (Jones and Shipham, 10). (Manchester).—September 4: Film show (H.Q., 8). (Southern).—September 7: Jones Cup event (Royal Forest Hotel, Chingford, 10.30). (West Midlands).—September 7: Henley and Marlow (Kew Green).

**Boots.**—September 6: Barbecue with Ilkeston Club (Three Horseshoes car park, Ilkeston, 7). **Broughton and Bretton.**—September 7: Marston Cup Trial (Red Dragon Garage, Saltney, near Chester, 11).

**Clydebank.**—September 7: Mystery run (H.Q., 10.30). **Croydon.**—September 6: Farnborough air show (Airport, 8.30). 7: Wickham Harvest Trial (Airport, 9). **Devonport.**—September 7: Meeting (H.Q., 8). 7: Star Scramble (Chillaton, near Tavistock, 3). **Dittons.**—September 7: Coast run (Hampton Court, 8.30). **East Acton.**—September 10: Ladies' night (Duke of York, 8). **Glasgow Speedway.**—September 7: St. Andrews (Public, 8.30). (10.30). **Glasgow Sporting.**—September 7: Rally (Esso garage, Paisley Road West, 9.30). **Hanwell.**—September 4: Meeting (H.Q., 8). **Ilford.**—September 9: Natter night (Dr. Johnson, 8). **Ilkeston.**—September 6: Rumble (Baloon House cross-roads, 7). **Kings Norton.**—September 5: Business meeting (H.Q., 8). **Kingston.**—September 7: Canterbury (Toby Jug, 9).

**L.E. Volo** (Bristol).—September 4: Chew Valley Lake (Bedminster Bridge, 7.30). 6: Traction-engine rally (Bedminster Bridge, 9.30). (Manchester).—September 7: Church Stretton (Nag's Head, Bucklow Hill, 9.30). (London).—September 6: Mid-Wales scamper. (Midland).—September 6: Mid-Wales scamper. 8: Club night (Friends Institute, Moseley Road, 7.30). **Leavesden.**—September 8: Meeting (Three Horseshoes, 8). **Leeds Bond Miniatur.**—September 7: Ingleton (Leach's, 9.30). 9: Trump supper (Manor Garage, 8). **London Douglas.**—September 7: Coast run (Lewisham Clock Tower, 10). From September 12 headquarters will be at The Hand and Shears, 1, Middle Street, Cloth Fair (off Long Lane), London, E.C.1. Nearest Underground station is Aldersgate. Douglas owners welcome at club nights each Friday at 8 p.m. Secretary: D. F. Parr, 34, St. John's Road, Seven Kings, Ilford, Essex. **London Touring.**—September 6: Night trial (By-pass Motors, Kingston By-pass, midnight). **London Scooter.**—September 7: Hythe (Henly's Corner, 8.30 and Blue Cockatoo, 9).

**Manchester Vagabond.**—September 10: Club night (Ladysmith House, 8.30). **Manor.**—September 5: Committee meeting (H.Q., 8). 7: Mystery run (H.Q., 10). 8: Club night (H.Q., 7.30). **Mid-Herts.**—September 4: Film show (H.Q., 8.30). **Mont' Christie.**—September 7: Weller Cup Trial (Woodbine, 10.30).

**North-East London.**—September 4: Club night (Crooked Billie, Walthamstow). 7: Film show (High Beach, 7) and Weller Cup Trial (Beams Garage, High Cross, Ware, 10). **Norwest Sidecar.**—September 7: St. Anne's (Oldham market place, 10). **Norwood.**—September 7: Wickham Harvest Trial (Crystal Palace Parade, 9.30). 10: Club night (West Norwood Tennis Club, Knights Hill, 7.30). **Nottingham Tornado.**—September 10: Club night (Beechdale Hotel).

**Peckham.**—September 5: Club night (Globe Hotel, 7.30). **Peterborough.**—September 4: Club night (Drill hall; London Road, 7.30). 7: Yarmouth (Embassy, 8). **Plymouth Touring.**—September 4: Gratton Bridge (Yelverton Rock, 7.45). 6: Trump supper (Pennycross, 6.45). **Prima Eagles.**—September 7: Farnborough air show (Stratford Church).

**Reading All-scooter.**—September 9: Club night (River Club, 8). **Royal Enfield Owners.**—September 7: Whipsnade Zoo (St. Paul's, 9.30). **Rugby.**—Secretary: D. Wiles, 40, Manor Road Rugby.

**Sale.**—September 4: Club night (St. Andrew's Boys' Club, 8). **South Liverpool.**—September 7: Vice-captain's run (Tunnel, 9.30). **South Yorkshire Sidecar.**—September 7: Mystery run (Doncaster Racecourse, 9.30). **Southampton Vikings.**—September 7: Grass-track Championships (Chilworth cross-roads, 10.30). **Southern Sporting.**—September 7: G. H. Gott Trial (Tunnel Hill, Fiebright, 11). 10: Film show (H.Q.,

8). **Sunbse.**—September 6: Road races (Silverstone, noon). Headquarters have been changed to Boldmere Hotel, Sutton Coldfield. **Surrey Sidecar.**—September 6: Farnborough air show (Toby Jug, 9). 7: Ladies' run (Epsom Clock Tower, 8.30).

**Thameside.**—September 7: Wimbledon road trial. **Trade Winds.**—September 7: Eastbourne (H.Q., 9). 10: Club night (King's head, Edmonton Green). **Triumph Owners** (Bedford).—September 4: Gentlemen's night (H.Q., 8). (Epping Forest).—September 9: Open night (H.Q., 7.30). (North London).—September 5: Club night. (South London).—September 7: Surrey lanes (Three Kings, 10). (Southampton).—September 7: London (Bassett roundabout, 8.30). (West Midlands).—September 4: Meeting (H.Q., 8). 7: Boating (White Hart, 9.30). **Vagabonds.**—September 8: Club night (Bull's Head, Turnford). **Velocette Owners.**—September 7: Rally (Manor Garage, Mill Street, Melton Mowbray, 12.30); all Velocette riders invited; catering available. **Vickers Armstrongs.**—September 7: Beaulieu Abbey (H.Q., 9). **Vincent H.R.D. Owners** (Coventry).—September 5:

THE MOTOR CYCLE, 4 SEPTEMBER 1958

Club night (Phantom Coach). (Derby).—September 4: Club night (Osmaston Park Hotel). (East Midland).—September 4: Club night (Fox Hotel, Baxter Gate, Loughborough). (Manchester).—September 4: Club night (William IV, Sutton Road). (Merseyside and North Wales).—September 5: Club night (Black Horse, Lower Heswall). (Oxford).—September 5: Club night (The Chequers, Horspath). (South London).—September 5: Club night (T.A. H.Q., Bromley Road, Catford). (West London).—September 8: Club night (Ickenham Community Centre).

**Watling Association.**—September 7: Fairlight Cove (Queen of Hearts, 9). **West Ealing.**—September 7: Farnborough air show (Hanwell clock, 9). **West Essex.**—September 7: Hatford Mill (Dick Turpin's Cave, 9). 8: Games (H.Q., 8). **West Herts.**—September 7: Farnborough air show (Red Lion, 8). **West Leeds.**—September 4: Business meeting (H.Q., 8). **West London.**—September 7: Mahlep (Fox and Nichol, 10). **Wood Green.**—September 7: Watling Club trial (Alexandra Palace, 10). **Woolwich.**—September 4: Tombola (H.Q., 8). 7: Fairlight Glen Rally (Black Horse, St. Pancras, 9). **Worthing Eagle.**—September 4: Meeting (H.Q., 8). 5: Working party (Bury, 7). 6: Working party (Bury, 2). 7: Grass-track racing (Gray and Rowsell Garage, 9). 8, 9 and 10: Clearing parties (Bury, 7). **Wycombe.**—September 5: Club night (Nag's Head, West Wycombe, 8).

THE CLUBMAN

## IMPORTANT EVENTS

**Thursday, September 4.**—Jersey: Bouley Bay sprint meeting, Victoria Avenue, St. Helier.

**Saturday, September 6.**—Isle of Man: Snæfell Race (Manx Grand Prix newcomers), Mountain course, 2.45 p.m. **Northern Ireland:** Carradore "100" road race, Carradore, County Down, 3 p.m. **Monmouthshire:** Mitchell Trial, Guest Keen and Nettelfolds (Cwmbran), Ltd., Clomendy Road, Cwmbran, near Newport, 11 a.m. **Sussex:** B.M.C.R.C. sprint, Madeira Drive, Brighton, 1.30 p.m. **Gloucestershire:** Valley Scramble, Ayles House Farm, between Coaley and Cam, near Durdley, 3 p.m. **Hertfordshire:** Grass-track racing, Grafton, two miles from Hereford on the main Ross road, 5 p.m.

**Saturday, September 6 and Sunday, September 7.**—Isle of Man: Manx Two-day Trial, Glencrutchery Road, Douglas, 8.30 a.m. on Saturday, 9.30 a.m. on Sunday.

**Sunday, September 7.**—**Moto-Cross des Nations,** Knutstorp, near Helsingborg, Sweden. **Mallory Park:** Road races, Kirkby Mallory, noon. **Northamptonshire:** National Vespa Rally, Midsummer Meadow, Northampton, 10.30 a.m. **Scotland:** Rally, Esso Garage, Paisley Road West, Glasgow, 9.30 a.m. **Leicestershire:** Liverpool Road-safety Rally, St. George's Plateau, 1 p.m. **Veteran and Vintage Rally,** Morecambe, 10.30 a.m. **Yorkshire:** Veterans' Reunion Trial, Ashfield Hotel, Weston Lane, Otley, 1 p.m. **Grass-track racing:** Listerdale, Rotherham, 2.30 p.m. **Cambridgeshire:** Cambridgeshire Grand National, Lawn Farm, Elsworth, 1 p.m. **Wiltshire:** National Grass-track Championships, Willoughby Hedge, Mere, 2 p.m. **Salisbury Plain Rally, Officers' Mess, Netheravon R.A.F. Station,** 10.30 a.m. **Hampshire:** Road trial, Hogs Lodge Roadhouse, Petersfield, 11 a.m. **Croswell Trophy Scramble,** Hankom Bottom, Morestead, near Winchester, 1 p.m. **Worcestershire:** Scramble, Feckenham, near Redditch, 2 p.m. **Cheshire:** Scramble, Bowstones, Disley, 2 p.m. **Derbyshire:** Burrows Trophy Trial, Auction Grounds, Ambergate, Derby, noon. **Scramble, Brockley Wood Farm, Oxcroft Lane, Bolsover,** 2 p.m. **Hertfordshire:** Trial, Green Man, Great Offley, 11 a.m. **Trial, Beaman's Garage, High Cross, near Ware 11 a.m.** **Devon:** Scramble, Higher Quater Farm, Chilton, Tavistock, 3 p.m. **Trial, New Inn, Muddiford, near Barnstaple,** noon. **Dorset:** Dorset Grand National, Nallars Farm, near Oskerswell, Bridport, 2 p.m. **Surrey:** Hurst Hill Scramble, Bramley Park Farm, Bramley, 1 p.m. **Bristol:** Scramble, Henley Quarry, Yatton, 2.30

p.m. **Sussex:** Grass-track races, Gray and Rowsell Garage, Bury Gate, near Pulborough, 1.30 p.m. **Essex:** Touring Trial, Woodlands Café, Stapleford Abbots, on B175, 11 a.m. **Glasgow:** Mercury Scramble, Caldcots Farm, Newton Mearns, 2.30 p.m.

**Tuesday, September 9.**—**Junior Manx Grand Prix,** Mountain course, Isle of Man, 10.45 a.m.

**Thursday, September 11.**—**Senior Manx Grand Prix,** Mountain course, Isle of Man, 10.45 a.m.

**Saturday, September 13.**—**Silverstone:** Hutchinson "100," 1 p.m. **Warwickshire:** Sprint meeting, Wellesbourne Mountford, near Stratford on Avon. **Breconshire:** Kidston Scramble, Aberdunow course, Bulth Well, 3 p.m. **Cheshire:** Championship sand races, Wallasey Foreshore, Harrison Drive, 3.30 p.m. **Eire:** Road races, Curragh sand circuit, Kildare, 3 p.m.

**Sunday, September 14.**—**Grand Prix des Nations, Monza, Italy.** **Cadwell Park:** National road races, noon. **Warwickshire:** Coventry-Birmingham veteran parade, Hearsall Common, Coventry, 10.30 a.m. **Galloway:** Championship scramble, Porterbilly Hill, 2 p.m. **Leicestershire:** Five Counties Rally, Granby Halls, Leicester, 9.30 a.m. **Somerset:** Motor Cycle Trophy Trial, New Central Garage, Exford, 12.30 p.m. **Avalon Scramble, Higher Farm, Wick, Glastonbury, 2.30 p.m.** **Berkshire:** Trial, The Grenadier, Basingstoke Road, Reading, 10 a.m. **Lion Trophy Team Scramble, Church Woods, Beenhaim, 1 p.m.** **Derbyshire:** Palin Autumn Scooter Rally, Market Place, Derby, 10 a.m. **Lancashire:** Battle of Britain Sporting Trial, Croft's and Robson's Quarries, Longridge, 11 a.m. **Worcestershire:** Scramble, Fish Hill, Arnsley Bank, near Broadway, 2.30 p.m. **Hertfordshire:** I.T.A. Cup Touring Trial, Rookery Café, Great North Road, Hatfield, 10.30 a.m. **Arthur Tisdall Trophy Trial, Dell Café (A405), Garston, near Watford, 10.30 a.m.** **Buckinghamshire:** Chalfont Scramble, London Road, Chalfont St. Giles, 2 p.m. **Devonshire:** Scramble, Moreley Park Farm, Halwell, near Totnes, 2.30 p.m. **Surrey:** Grass-track racing, Fleystowe Farm, Capel, 1 p.m. **Hampshire:** Committee Cup Trial, Rufus Stone, Carterton, 12.30 p.m. **Grass-track racing, Loudmills Field, Kingsclere, Essex, Basingstoke, 1.30 p.m.** **Corwall:** Cornish Rally, Looe, 9 a.m. **Essex:** Scramble, Little Lovene Hall, Wakes Colne, 1.30 p.m. **Novice trial, Woodlands Café, Stapleford Abbots (B175), 11 a.m.**



# GODFREYS COVER THE LONDON AREA

## GREAT PORTLAND ST.

208-210 GT. PORTLAND ST., LONDON' W.1

Telephone: EUSton 4632/4

\*\*\*\*\*  
 A few yards from  
 Great Portland Street  
 Tube Station  
 \*\*\*\*\*

Here, where Godfreys started business in 1809, you can see ALL THE BEST MAKES of motor cycles. Albatross, Bella, B.S.A. "Dandy," Lambretta, Maicoletta, Maicomobil, Prima, and Vespa scooters, A.C., Bond, Heinkel, Messerschmitt and Reliant three-wheelers and the Isetta Runabout. Appointed Austin, Morris and Ford dealers. USED MACHINES with a 3 months' GUARANTEE which really means something. A very extensive range of SPARES (see classified adverts.) and full motor cycle REPAIR SERVICE in large works at Kentish Town. And, of course, ALL-IN EASY TERMS plus Godfreys' "SAFEGUARD" POLICY, in fact...

**A STRAIGHTFORWARD DEAL ALL WAYS**  
 PART EXCHANGES • MODERN MODELS BOUGHT FOR CASH  
 ALL DEPOTS HAVE WORKS ATTACHED • ALL DEPOTS OPEN  
 ALL DAY SATURDAYS.

# GODFREYS LTD

<b>CROYDON</b> Head Depot: <b>226-234 LONDON RD.,</b> <b>CRO. 3641/3</b> Hours 9—6. Wed. 1 p.m. <b>457 BRIGHTON ROAD,</b> <b>S. CROYDON (Nr. Red Deer)</b> <b>UPL. 8275/7</b> Hours 9—6. Thurs. 1 p.m.	<b>208-210 GT. PORTLAND ST.,</b> <b>LONDON, W.1. EUS. 4632/4</b> Hours 9—6 inc. Sats. Works: <b>1A HIGHGATE ROAD, KENTISH</b> <b>TOWN, N.W.5 GUL. 7761/2</b> <i>New English Form Tube Station</i> Hours 8—5.30 Sats. 1 p.m.	<b>94, 96 &amp; 104</b> <b>HIGH ROAD,</b> <b>TOTTENHAM, N.15</b> <b>STAmford Hill 5656/7</b> Hours 9—6.30 Thurs. 1 p.m.	<b>418 ROMFORD ROAD,</b> <b>FOREST GATE, E.7.</b> <b>GRAngewood 1234/5</b> Hours 9—6 Thurs. 1 p.m. Also at Rushwood Corner, (Green Man), Leytonstone	<b>220 BARKING ROAD,</b> <b>EAST HAM, E.6.</b> <b>GRAngewood 8088</b> Hours 9—6 Thurs. 1 p.m.
--	--	---	---	--

**AT GODFREYS YOU BUY THE BEST — BETTER**

## 'I GOT IT AT GLANFIELD'S

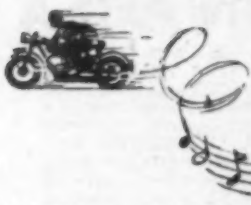
*— they look after you well'*

"One good turn deserves another and Glanfield's certainly did me a good turn when they sold me this machine. Maybe that's not quite the right way to put it. There wasn't any high-pressure salesmanship—just stacks of bikes to choose from and the odd word of advice when I wanted it. But once I'd made up my mind things fairly began to hum—part exchange allowance, H.P. terms, tax, insurance fixed up in next to no time. And that's only the start of G.L. service. Believe me, they look after you well!"



**LONDON (Finchley)**  
 407-419 High Road, N.12  
 (Fin. 0091)  
**LONDON (Highbury)**  
 28-32 Highbury Corner, N.5  
 (North 2791)  
**CARDIFF**  
 2-10 City Rd. (Cardiff 20831)  
**BRISTOL**  
 47-53 Bath Rd. (Bristol 78001)  
**PORTSMOUTH**  
 139-147 Fratton Road  
 (Porta. 27551)  
**SWANSEA**  
 29 Rutland St. (Swansea 56311)

## GLANFIELD LAWRENCE



There is something about a BURGESS Silencer that the others haven't got... the Burgess "deep-note" that is music to the ear of the keen motor cyclist.

So always fit a BURGESS—the top quality "straight-through" Silencer that does not restrict engine performance.



*Silencers by* **BURGESS**

Trade enquiries should ask for In-stock list BPS 226/2

**BURGESS PRODUCTS CO. LTD.**  
HINCKLEY, LEICS.

Main Scottish Distributors:  
**David Harrison Ltd.**

78-80 Haymarket Terrace, Edinburgh, 12.

**better fit**  
**WIPAC**

... it has

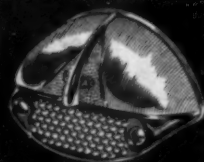
**WIPACITY**

the capacity for longer life, exceptional performance and the highest standard of workmanship.



Obtainable through your Dealer and Halfords branches.

**THE WIPAC GROUP · BLETCHLEY · ENGLAND**



**TYPE 142  
REAR-STOP LAMP**  
with reflector  
19/6

**100%**

**BSA  
SERVICE**

CONSULT THE B.S.A. SPECIALISTS

next time you want spares or exchange replacement service units for your B.S.A. OUR LARGE COMPREHENSIVE STOCK includes LUCAS, AMAL, and WICO-PACY spares. Phone & Mail Orders despatched same day.

**J. K. HIRST**

41, WAKEFIELD RD.

TEL.: 22543

**BRADFORD YORKS**

## CLASSIFIED ADVERTISEMENTS

### Use this Form for your Sales and Wants

To "The Motor Cycle" Classified Advertisement Dept., Dorset House, Stamford St., London, S.E.1.

\* Telephone: WATERloo 3333 \*

PLEASE INSERT THE ADVERTISEMENT INDICATED ON FORM BELOW

- **RATE:** 6/6 PER LINE, MINIMUM 13/-  
Average Line 7 words.
- **NAME AND ADDRESS TO BE INCLUDED IN CHARGE**  
IF USED IN ADVERTISEMENT.
- **BOX No.** If required, add 2 words plus 1/-
- **Cheques, etc. payable to Iliffe & Sons Ltd. crossed & Co.**
- **PRESS DATE: FIRST POST MONDAY.**

NAME.....

ADDRESS.....


Please write in block letters with ball pen or pencil.

NUMBER OF INSERTIONS REQUIRED.....

REMITTANCE VALUE.....ENCLOSED



SEE  
what you  
SAVE

**Scooters**  
**Immediate**  
**Delivery of**  
**All the**

**LEADING MAKES**

(New and Used)

**On these USED MODELS**

1955 N.S.U. Quickly, 2-speed	£35 0	1956 LAMBRETTA, 150 c.c., semi,	£115 0
1956 20 c.c. LEOPARD Bobby & Co.	£45 0	1957 PHOENIX, 150 c.c., 1 owner,	£115 0
1957 ZUNDAPP, Combination, sgr.,	£50 10	1956 BELLA, 200 c.c., 4-speed foot	£130 10
1954 VESPA, dual seat, carrier,	£70 10	1957 PRIMA, 150 c.c., 1 owner,	£100 10
1955 LAMBRETTA, 150 c.c., 1500,	£90 10	1957 VESPA, 150 c.c. Grand Sport,	£135 0
carrier		dual seat, screen, bumpers etc.	

West End Scooter Showrooms: 113-115 Edgware Road

IF YOU CANNOT PAY US A VISIT—Send the coupon at foot of page and receive by return our latest Lists of Used Machines.

**LONDON'S MOST COMPREHENSIVE SELECTION OF USED SOLOS, MOPEDS AND COMBINATIONS**

1947 B.S.A., 350 c.c., dual seat,	£45 0	1952 ARIEL, 600 V.B. matching	£110 10
1957 JAMES, 60 c.c. Comet,	£60 10	1957 TRIUMPH, 300 c.c. Tiger	£125 0
maroon/chrome, low mileage		Cub alarm, Avon Fairing.	
1957 ROYAL ENFIELD, 150 c.c.	£75 0	1955 (New) VELOCEITE, 300 c.c.	£120 0
Blue/green, screen, 3,500 miles		MAC alarm, very good cond.	
1956 B.S.A., 150 c.c. Bantam Major,	£70 10	1955 B.S.A., 350 O.H.V., alarm,	£135 0
alarm, legible		springer, dual seat, Fine	
1951 ROYAL ENFIELD, 500 Twin,	£70 10	1955 MATCHLESS, 350 c.c. G31A,	£135 0
swinging arm		alarm	
1952 VELOCEITE, 250 MAC, dual	£70 10	1956 (Duc. reg'd.) (55 Model)	
seat		1957 PARTNER, 300 c.c. O.H.V.,	£130 10
1952 ARIEL, 350 c.c., spotless,	£70 10	genuine 974 miles	
million		1954 A.J.S., 500 Twin, Model 20,	£140 10
1947 B.S.A., 500 N.V. 220, with C/A	£70 10	one owner, chrome tank, nice	
B.S.A. alarm, good order		1954 MATCHLESS, 500 c.c. G30,	£160 10
1955 INDIAN, 250 Brave, with seat	£85 0	with 1957 Wat. C/A Maxitoke,	
1949 B.S.A., 500 c.c. S.V. M.21, and	£90 10	recent complete engine overhaul	
large, full-door Trimder D/A,		reg'd. 560 MATCHLESS, 500	£175 0
sidecar		Twin G3, only 5,700 miles	
1957 F. BARNETT, 150 c.c. Plover,	£80 10	1954 ROYAL ENFIELD, 500 Twin,	£175 0
legible, 1,500 miles		alarm, with matching grey C/A	
1951 MORTON, 500 c.c. S.V. and	£95 0	Century alarm	
sidecar		1954 B.S.A., 500 Flash, beige,	£190 10
1956 TRIUMPH, 250 c.c. Tiger Cub,	£100 10	fairing, with Watsonian Avon	
no frame, 1500 wheels		1956 TRIUMPH, 600 c.c. Thunder-	£250 0
1952 MATCHLESS, 500 c.c. G.80,	£100 10	bird, alarm, with matching	
alarm, dual seat		silver Garrard 890 convertible	
1953 ROYAL ENFIELD, 350 c.c.	£100 10	sports alarm with alarm clock	
Bullit, alarm, 1 owner		1957 TRIUMPH, 600 c.c. Thunder-	£210 0
1951 B.S.A., 500 c.c. S.V. M.21, with	£110 10	bird, 1 owner, 9,000 miles	
recent Swallow C/A (d/r) alarm		1957 B.S.A., 500 c.c. Golden Flash,	£245 0
1954 B.S.A., 350 c.c. B31, alarm,	£115 0	alarm, with matching black	
dual seat		1955 Garrard 890 convertible	
1957 JAMES, 197 c.c. Captain,	£110 10	sports alarm	
grey, 7,000, Fairing			

FOR A REALLY FAIR PART-EXCHANGE DEAL, it's Marbe Arch Motor Supplies every time. Car for Solo, Combination for 1-Wheeler, even Moped for Car, we welcome a deal either way.

**THINKING OF CHANGING?**

Always a really fine selection of Used Cars in our Camberwell Showrooms. Part-Exchange welcomed.

1955 VAUXHALL Velox, maroon,	£260 0	1949 VAUXHALL Wyvern, black,	£395 0
heater, one owner		radio, heater, taxed	
1956 VAUXHALL Wyvern, blue,	£365 0	1955 FORD Popular, black, best of	£390 0
heater, taxed year, one owner		extras, taxed year	
1955 (Oct.) FORD Consul, twin,	£465 0	1948 TRIUMPH Renown, razor edge	£205 0
heater, leather upholstery, 1		saloon, black, heater, taxed	
owner		1952 FORD Anglia, 8 h.p., green,	£285 0
1955 AUSTIN, A20, grey, 4-door	£485 0	low mileage, taxed year, one	
saloon, heater, taxed year,		owner	
one owner		1955 RELIANT Regal Compe. 7 h.p.,	£250 0
1953 HILLMAN Minx, blue, Con-	£305 0	grey, new hood, taxed year,	
vertible coupe, heater, taxed		many extras	
year		1948 FORD Prefect, black, taxed	£250 0
1954 STANDARD 8, black, 4-door	£385 0	1947 FORD Prefect, green, taxed	£245 0
saloon, taxed		1956 FORD 8 saloon, black, taxed	£75 0
1950 HILLMAN Minx, green, taxed	£335 0	1954 AUSTIN 12, saloon, black,	£50 0
		taxed	

SPARES-EXCHANGE SERVICES—SCOOTER ACCESSORIES (Lambretta), SUPER WORKS & SERVICE DEPTS.

**Main Shop, Showrooms & Mail-Order: 286-302, CAMBERWELL RD., LONDON, S.E.5**  
(Telephone: RODNEY 2181)

**MARBE ARCH**  
**MOTOR SUPPLIES**

113-115, Edgware Road  
LONDON, W.2  
(PADington 6695)

26-26A, Goldhawk Road  
SHEPHERDS BUSH  
(SHEP.bush 3369)

1156, London Road  
NORBURY, SW.16  
(POLlards 4780)

106-108, High Street,  
HARLESSEN, N.W.10  
(ELGin 6005)

**Rodark 1-Circle Panniers**  
**On EASY**  
**TERMS**



Made for quick, easy  
fixing on 225 m/c's and  
above. In maker's  
matching colours or to  
locks and keys, carrying  
handles, Reflectors, Safety opening bar, etc. Cash  
Price £9/15/0 pair. Carriage 12/6. Or Deposit 35/2  
and 6 Monthly Payments of 32/2 (This includes  
Carriage).



**ALSO ON TERMS**  
**if required. TENTS**

While stocks last, this Family-size  
GREEN Tent as shown, for only  
£6/17/6. Made from rot-proof,  
water-proof, double-waxed lat-  
sect material by England's leading  
Makers. Complete and ready to  
erect.  
Or the popular All Green  
"ELGIN"

Really strong, approx. size 6ft. x 5ft. x 4ft. High (Walls 10in.).  
In double-waxed 1st Grade Super Quality genuine tent material.  
Supplied complete. P. & P. 3/6. Worth £5 at least. **79/6**  
Our Price



**LEG-  
SHIELDS**

(For  
Lightweights)  
In either Black,  
Maroon or Green.  
Full sized makes,  
P. & P. 3/6.  
Please state make  
year, and model  
when ordering.

**WATERPROOF COVERS**  
IDEAL SCOOTERS OR SOLO!  
without screen pocket 24/6.  
Or as illus. with  
screen pocket  
30/6. P. & P. 1/6.

**STREAMLINE**  
**Your Machine!**



**ONLY 18/- pair**

**SILENCERS**  
At approx.  
Maker's List Prices.

**MOTORCYCLE**  
**RE-TREADS**

**FAIRINGS**

To suit ALL popular makes  
and models (quote yours  
please).

Scrap those dangerous, worn  
Tyres now, and replace with  
a quality re-mould.  
285 x 19 67/8; 350 x 19 70/-.  
Carriage 7/6.

We stock Fairings for all lead-  
ing makes. In colour to match  
or contrast. Please send us  
details of your machine and  
we'll send prices and Easy  
Terms details.

**SET 12**  
**OF 12**  
**Assorted**  
**FILES**



**Sensational Offer to**  
**Readers of "The Motor Cycle"**

Really wonderful value. A file  
for every job. From 6in. Sizes  
up to 12in. Half rounds, 3-  
Cornered, Flat, 4-sided, Cross-  
cut, Course, Fully Circular,  
Medium and Fine, etc., etc.  
Quality Carb. Files at LESS  
than Pre-War prices. Big  
demand anticipated—so order  
now. As illus. and described  
above, AND AVAILABLE AT  
ANY BRANCH.

**THE 15/6 P.P.**  
**SET 3/6**

Full Size Hurricane Lamp, 8/6.  
P. & P. 2/-.  
Foam (Offcuts) Pillows in Polythene,  
5/11, post paid.  
Hikers' Ruck Sacks, 10/6. P. & P. 2/-.  
Vin. Adjustable span-  
ners, 5/-, P. Pd.  
11in. Adjustable  
spanners, 7/6. P. Pd.  
Ski-caps (assorted),  
P.V.C. black, brown,  
Usually 17/6, 13/6, 8/11  
etc. To Clear 5/-, P. &  
P. 1/6.  
12in. Admiralty type  
Locomotive Force  
Feed Oil Cans 4/6.  
P. & P. 1/4.

**WHITE KIT BAGS, 3/9** post free.  
Camp Batha Web, circular, 30in. x 10in.  
deep, 15/6. P. & P. 2/6.  
Standard 2-gall. Cans, 6/11. P. & P. 2/1.

Please send me—☐ List of Used Motorcycles.  
☐ Clothing Brochure ☐ Easy Terms Proposal Forms  
☐ Bargain Bulletin ☐ Camping Catalogue.

Name .....

Address .....



35 years ago I bought my first bike from

**KING'S**  
OF OXFORD

126 St. Michael's Road,  
Tilehurst,  
Reading, Berks.  
9th May, 1958.

Dear Mr. King,

I was very interested to read page 8 of the "Evening News" on Wednesday, May 7th, which contained extensive details of the growth of your business. Of particular interest to me was the mention of part of your father's coal yard which, in your early business days, was used by you for your motor cycle business, as it was here in, I think, December 1925 that I bought my second machine. This was a 168 Norton and I part exchanged with you a very ancient V Twin 300 c.c. Enfield.

Regarding the paragraph in the newspaper stating that, despite my Hire Purchase Terms, you endeavoured to allow time to pay, I can thoroughly endorse these remarks as I recollect that, when buying the Norton, you allowed the sum of £5. to remain outstanding for about six weeks despite the fact that you had no security whatsoever apart from my name and address. Unfortunately, my motor cycling days are now over but the deal which I have mentioned, and one later one, have always been happy recollections to me.

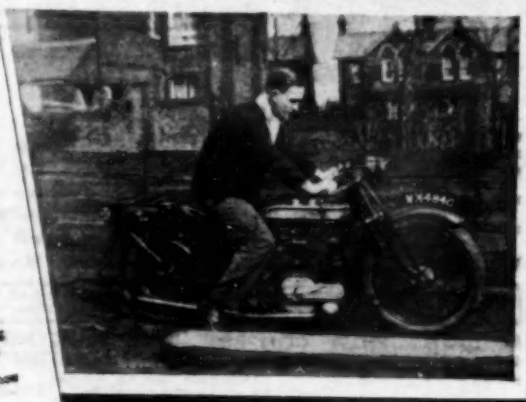
In case it may be of interest to you to have a view of one of your early sales, I am enclosing a snap of the machine referred to above.

Hoping you are enjoying good health, and wishing your business continued success,

Yours sincerely,

*Alan Pickford*  
ALAN PICKFORD.

Howard King, Esq.,  
Messrs. King's of Oxford,  
Oxford.



You'll find us just as friendly and easy to deal with as this customer did nearly 35 years ago. It's because of our reputation for square-dealing that we have become the largest motor cycle and scooter retailers in the world. For selection, easy terms, facilities and friendliness you can't do better than visit your local King's branch. If you can't call, pop this coupon in the post for a quick reply.

**KING'S**  
OF OXFORD  
**KING'S**

20 NATIONWIDE BRANCHES TO SERVE & SERVICE YOU  
OXFORD  
MANCHESTER  
BIRMINGHAM  
WOLVERHAMPTON  
HALIFAX  
HASTINGS  
GLASGOW  
BLACKBURN  
LEICESTER  
P.O. Box No. 9, New Road  
770, Chester Road  
18/20, Bristol Street  
1, Birmingham Road  
25, Herton Street  
17/19, Norman Road, St. Leonards  
55, Hamilton Road, Tollcross  
25, Penny Street  
Belgrave Gate

Fill in this coupon NOW and send it to  
KING'S, NEW ROAD, OXFORD, or  
770, CHESTER ROAD, STRETFORD, MANCHESTER

I'm thinking of buying a.....  
Please send me list and all the gen for a deal to  
save me £££'s and give real satisfaction.

NAME .....

ADDRESS .....

B/4/9

We recommend



for all bikes

WORKSHOP  
PLYMOUTH  
BRISTOL  
HEANOR  
SLEAFORD  
LUTON  
BRIGHTON  
BURY  
BOLTON  
LEIGH  
NORWICH

Carlton Road  
Wolsley Road, Milehouse  
Stokes Croft  
34, Market Street  
30, Boston Road  
Park Street  
75, Grand Parade  
43 Bolton Street  
122, Moor Lane  
Market Buildings  
2, Sprowston Road

# THE MOTOR CYCLE

## CLASSIFIED ADVERTISEMENTS

PRESS DATE:  
FIRST POST MONDAY.

**RATES:** 13/- for 2 lines or less and 6/6 for every additional line or part thereof, average line 7 words. Each paragraph is charged separately. Name and address must be paid for. All advertisements must be strictly prepaid.

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- extra to defray the cost of registration and postage, which must be added to the advertisement charge. Replies should be addressed to "Box 0000 c/o 'The Motor Cycle,' Dorset House, Stamford Street, London, S.E.1."

### ADLER

COMERFORDS for Adler and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (C1006)

### A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. (C1077/R)

1957 A.J.S. 350cc springer, Avon Fairing, immaculate, £169/10. (C1094/R)

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. (C1166)

WHITE & MARTIN for your new A.J.S.: part exchanges—h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. (C1152/R)

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges.—125-131, Ealing Rd., Wembley 2150. (C1094/R)

T. W. KIRBY MOTOR CYCLES, Ltd., your A.J.S. specialist, 19, Romeo Corner, Hornchurch, Tel. 8785. (C0414)

A.J.S. 350cc, brand new 1957 model; £210; terms, exchanges.—Edwards (Motors), Ltd., Taunton 2945. (C1078/R)

£165—1956 500 IE fairing, all extras, insured, taxed.—E. Bentley, 14, Gelmiscott Rd., S.W.11. (C6419)

CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. (C1031)

SLOCUMBS OF NEASDEN!! for your new A.J.S.: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). (C1115)

WHITBYS OF ACTON—New models in stock, exchanges, h.p., spares.—265/273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). (C1128/R)

COMERFORDS for A.J.S., new and second-hand 1,000 machines in stock; send for list.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). (C1006)

135 cns.—A.J.S., December 1956, 350cc springer, extras, very good condition, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

### A.J.S. WANTED

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.4. Tuise Hill 5211. (W1019)

ROWLAND SMITH'S—the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. (W1098/R)

CLAUDE RYE urgently require all models; get our price first! h.p. accounts settled; we pay carriage.—895-921, Fulham Rd., S.W.6. Hen. 6174. (W1105/R)

WE pay £10 more for A.J.S. H.P. accounts settled; cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Chaversham Rd., Reading, Open 9 a.m. to 9 p.m. 6-days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1059)

### A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service. (C1013/R)

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. (C1071/R)

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Henon 6174. (S1405/R)

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1652. (S1163)

GUS KUHN—Genuine A.J.S. spares stockists, 275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. (C1033/R)

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—A.J.S. and Burman spares and service; rapid C.O.D.—Rodney 2181. (C082/R)

KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.3. Eal. 2587. (S1075/R)

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whiteley, Surrey, Upt. 6895; and 229-269, Raydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. (S1162/R)

## 1500 TAX FREE BARGAINS

1/3rd DEPOSIT  
24 MONTHS TO PAY  
INSURANCE INCLUDED IN TERMS

Here's the largest and most comprehensive selection of used guaranteed bargains in Great Britain—Mopeds—Scooters—Lightweights—Singles and Twins—Bikes and Combination. We have them all at prices to suit every pocket.

Ownership is made easy by our famous PAY AS YOU RIDE PLAN. 1st Party, Fire and Theft Insurance ONLY required. Exchanges—we willingly accept any make or model and what is more if the allowance exceeds the deposit required we refund the difference in cash.

Every machine marked clearly with its price. Study this small selection from our huge stocks then call and judge for yourself.

### MORE TO SEE

Moped Bargains	Cash Price
Molybetta, '64, 49 Standard Moped, beige finish.....	£19 10
Berini, '56, 49 2-stroke Moped, clear lighting, speedo.....	£29 10
N.E.U. Quickly, '56, 49 2-stroke Moped.....	£29 10
Molybetta, '57, 49 de Luxe, automatic clutch.....	£29 10
N.E.U. Quickly, '57, 49 2-stroke de Luxe Moped.....	£39 10

Scooter Bargains	Cash Price
R.S.A., '57, 70 Dandy Scooter, low mileage.....	£39 10
Lambretta, '54, 125 Model L10 Scooter, pillion.....	£49 10
Piatti, '56, 125 Scooter, spare wheel, discot, screen.....	£59 10
Vespa, '56, 125 de Luxe Scooter, screen, pillion.....	£69 10
Lambretta, '55, 125 LDB, screen, pillion, carrier.....	£69 10
Lambretta, '56, 125 Model LDB, many extras.....	£95 10

### LESS TO PAY

Vespa, '57, 125 de Luxe Scooter, windscreen, pillion	£99 10
Reinold, '56, 175 O.H.V. Super Scooter, electric starter	£99 10
Bella, '56, 150 Luxury Scooter, pillion, electric starter	£99 10
Adler, '57, 95 Junior Scooter, automatic gears.....	£99 10
Terrat, '57, 125 de Luxe, pillion, spare wheel.....	£99 10
Lambretta, '57, 125 Model L10B de Luxe Scooter, screen	£99 10
Lambretta, '56, 150 LDB, pillion, spare wheel.....	£119 10
Moto Mola, '57, 200 Super Scooter, fully equipped.....	£129 10
D.K.B., '56, 150 Villiers-engined all-British scooter.....	£139 10
N.E.U. Prince, '57 150 Scooter, self starter, screen.....	£139 10

Lightweight Bargains Up to 500 c.c.	Cash Price
R.S.A., '56, 150 Model D3 Bantam, springer, discot	£59 10
Excelsior, '55, 150 Universal, sprung frame, discot	£59 10
James, '56, 150 Chet, Villiers engine, telos, rimping	£59 10
James, '54, 107 Captain de Luxe, Villiers eng. telos	£59 10
Borman, '56, 150 Villiers 2-stroke, telos, rimping	£59 10
F. Barnett, '55 150 Kentrol, telos, rimping.....	£59 10
B.S.A., '56, 150 2-stroke Bantam Major, screen, discot	£59 10
F. Barnett, '55, 225 Villiers 2-stroke, screen, discot	£59 10
B.S.A., '57, 150 Bantam Major, screen, discot.....	£59 10
Triumph, '55, 200 O.H.V. Tiger Cub, screen, discot	£59 10
B.S.A., '54, 250 O.H.V. C11 de Luxe, 4 speed, engr.	£59 10
F. Barnett, '55, 197 Villiers Fubon, screen, discot	£59 10
James, '57, 98 Comet, Villiers engine telos, rimping	£59 10
Triumph, '56, 290 O.H.V. Tiger Cub, discot, springer	£79 10

CONTINUED

**PRIDE & CLARKE LTD**  
158 STOCKWELL ROAD, LONDON SW9  
Phone: BR1 6251 • Grams: PRICLARKE LONDON  
Hours of Business: 9 a.m. to 6 p.m. Wednesday 1 p.m. to 5 p.m.

Advertisements that arrive too late for a particular issue will be inserted in the following issue unless accompanied by instructions to the contrary. Postal orders and cheques sent in payment for advertisements should be made payable to Hife & Sons Ltd., and crossed & Co. The publishers are not responsible for clerical or printer's errors although every care is taken to avoid mistakes. The Publishers retain the right to refuse or withhold advertisements at their discretion.

### APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Motor Cycle" Approval Scheme facilities should send for particulars, which are available on application.

### A.J.S. SPARE PARTS

PUTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. (S1138/R)

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 5641-3; 208-210, St. Portland St., W.1. Gus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Ora. 1234-5; 220, Barking Rd., E. Ham. Ora. 8088; 94-96, High Rd., Tottenham. Sta. 5656. (S1053/R)

### AMBASSADOR

AMBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. (C099/R)

GODFREYS, Ltd., Ambassador dealers all over the country. See display advert. (C1052/R)

GIFTS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—368, Northolt Rd., Byron 2494. (C1055/R)

1957 175 TB Statesman, s.a. d/seal, as new; £119; open 8 p.m. every day, Riv. 1401. (C1136)

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath, Tel. Tho. 4887. (C1165/R)

CLAUDE RYE, Ltd., for your 1956 Ambassador, all models in stock, immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham, Ren. 6174. (C1105/R)

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for list.—Portsmouth Rd., Thames Ditton. Emb. 5531 (8 lines). (C1006)

### ARIEL

WHITBYS OF ACTON—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p. exchanges.—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

ROWLAND SMITH'S for Ariel. (C1114)

NEW models in stock. (C1114)

FREE tax and insurance with secondhand motor-cycles. (C1114)

269 cns.—Ariel Four, 1958, 1000cc, almost brand new. (C1114)

155 cns.—Ariel twin, Sept. 1956, Fieldmaster, extras, exceptional; also 1956 model. (C1114)

39 cns.—Ariel, 1950, 350cc ohv, dualseat, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

1958 350 ohv, 1,000 miles only, as new; £179; below. (C1114)

1948 1,000 ohv Square Four; £59.—Pankhurst 514, King St., Hammersmith; open 8 p.m. every week-day, Riv. 1401. (C1136)

HARRY NASH—New Leader and all new models; immediate delivery, h.p. exchanges. (C1136)

H—1951 500 V11 and saloon, one owner, perfect. £299; 1950 350 ohv, extra nice bargain. £39.—391, King St., Hammersmith, W.6. Riv. 2857-8. (C1090)

ARCHER OF ALDERSHOT for Ariel, etc. spares and services.—Victoria Rd. Tel. 523. (C062/R)

NICK LANCASTER for all Ariels, including Square Four stocks.—53, Whitegate Drive, Blackpool 24720. (C1046)

HAYEN, Ltd., main agents; part exchanges, terms; service and repairs.—162, High Rd., Ilford 1561. (C1047/R)

1957 Square Four, every extra, 4,825 miles, immaculate, perfect; £230.—Sunhill, Mayford, Woking, Surrey. (S1426)

ARIEL PH and Watsonian Monarch on VGS1, maroon. 1955, extras, 1,400; £230, offers.—Green, 8, The Grove Pottery Bar, Middx. (S1435)

CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. (C1031)

### SALES & WANTS

Turn to page 16 for  
Advertisement Form

Continued from previous column

**INSURANCE INCLUDED IN**

Phone: BR1 6251 - Grams: PRICLARKE, LONDON  
 9.30 am - 4.30 pm 5.00 pm - 6.00 pm Wednesday - 1 pm



# PRIDE & CLARKE

## 400 BRAND NEW MODELS

Get our BEST ALLOWANCE for your present machine in exchange for a Brand New 1958 Model. Every leading make and type in stock for immediate delivery, colours and specifications to choose.

We can settle your present H.P. a/c and what is more if the allowance exceeds the deposit required we refund the difference in cash.

### ALL LEADING MOTORCYCLE AGENCIES

#### IMMEDIATE DELIVERY



### ARIEL

250 c.c.  
RED HUNTER  
2 tone  
red & black  
1/3rd  
Deposit  
24  
months  
to pay.

£230.15.9

ARIEL 197 c.c. 50. Four ..... £236 16 6  
ARIEL 196 c.c. Hustmaster ..... £246 10 6  
ARIEL 497 c.c. Red Hunter ..... £237 0 6  
ARIEL Leader 200 c.c. .... £209 11 7  
ARIEL 197 c.c. Colt ..... £156 18 9  
ALSO A.J.S., ARKADADOR, B.S.A. DOT, HECLETON,  
GILERA, GUZZI, JAMES, MATCHLESS,  
NORTON, NSU, PANTHER, S. ENFIELD, SUN, TRIUMPH,  
VELOCETTE, ZUNDAPP, Etc.

### ALL LEADING SCOOTER AGENCIES



NEW 1959  
MOBY  
150 c.c.  
SCOOTER

1/3rd  
Deposit  
34  
months  
to pay.

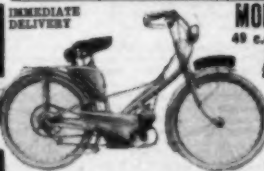
#### IMMEDIATE DELIVERY

£149.19.6

including spare wheel & pillion seat.

ALSO ALPINO, BELLA, D.K.R. DOVE, DUNKLEY,  
DIANA, IBO, KREIDLER, LAMBERTA, MAIO, MOBY,  
NSU, PUCH, PIATTI, PEUGOT, SUN, TERROT, VEMPA,  
weekly instalments 87/6.

### ALL LEADING MOPED AGENCIES



MOBYLETTE  
49 c.c. MASTER  
MOPED  
£45.19.6  
Deposit 45  
28 Weekly  
instalments  
25/6

49 c.c. de Luxe model. NOW WITH DIMORY  
FULLY AUTOMATIC CLUTCH.  
Deposit £219.6. 28 weekly payments 20/6.  
49 c.c. Super de Luxe Model with DIMORY  
clutch. £59.19.6

49 c.c. MOTOVATIC. WITH AUTOMATIC GEARING  
and dimory clutch, front telescopic and rear plunger  
expansion, speedometer, etc. Deposit £16. 28  
weekly instalments 87/6.

ALSO BIKETTA, BOWE, DOT-VIOM, DIANETTE,  
HEINKEL, HERCOMOTOR, H.W.V. FROM, KREIDLER,  
LAMBERTA, LEOPARD, MERCEDES, NEW HUDSON,  
NIPPY, RLF, QUICKLY, PHILLIPS, CORBIETTE.

### ★ AMAZING OFFER ★

LIMITED NUMBER ONLY  
BRAND NEW 1958 MODELS £225 OFF LIST PRICE.  
SAVING UP TO £225. Write, phone or call for Free List.  
EXCHANGE—Any cycle, moped or m.b.cycle. H.P. A/c  
settled. Max. Catalogue FREE. IMMEDIATE POSTAL  
SERVICE.

**PRIDE & CLARKE LTD**  
158 STOCKWELL ROAD LONDON SW9  
Phone: BR1 6251 - Grams PRICLARKE LONDON

### B.S.A.

OWEN BROS., 100% B.S.A. specialists.

WE part exchange any make and arrange h.p. pro-  
tection insurance. EASY terms, 1/3 deposit and balance over 24 months.

SEE the B.S.A. models on display and choose now.

OWEN BROS., 19, Battersea Rise, Clapham Junction,  
S.W.11. Bat. 5353. (C1095/H  
WHITBYS.

WHITBYS OF ACTON, the biggest B.S.A. dealers in  
the Home Counties, for immediate delivery of your  
new B.S.A., large selection of colour and combinations.—  
273, Acton Vale, London, W.3. She. 5355. (C1128/R  
SPORTSMO OF SOUTHAL.

1956 B.S.A. Shooting Star; £179.

70—72, The Green, Southall. Southall 6229. (C1082

G. P. BALHAM, Ltd., offers:—

1952 B.S.A. 650cc Black Flash, good condition:  
£109.—G. P. Balham, 29, 26 & 137, Balham  
Hill, S.W.12. Battersea 1107, ext. 4. (C1091

ROWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with secondhand motor-  
cycles.

185 gns.—B.S.A. 1955, 499cc Gold Star, alloy motor,  
twisting arm, carefully used.

175 gns.—B.S.A. Flash, 1955, 650cc springer combina-  
tion, Watsonian saloon, one careful owner;  
choice of 4 A10 combs.

125 gns.—B.S.A. 1955, 548cc B51, swing arm, extras,  
exceptional.

105 gns.—B.S.A. October 1952, 600cc 2-seater com-  
bination, carefully used.

79 gns.—B.S.A. 1955, 250cc ohv springer, 4-speeds,  
exceptional; also 1956 model.

45 gns.—B.S.A. Oct. 1948, M20 combination, coupe  
sidecar; terms: exchanges; list: open 9-7 week-  
days and Saturdays.—Rowland Smith, Hampstead  
(Tube), N.W.3. Ham. 6041. (C1114

E. S. LONGSTAFF, Ltd., offers:—

1953 B.S.A. 650cc A10 twin springer with Wat-  
sonian Avon body on Canterbury spring  
chassis in matching beige and chrome; £165; part ex-  
change and hire purchase with pleasure.—106, High Rd.,  
Woodford, E.18. Buckhurst 6569. (C1079

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell  
Rd., S.W.9.

1956 B.S.A. B51 350, a/arm, magnificent condi-  
tion; £145.

1955 A10, a/arm, and Avon sports a/c; £179.

1957 A10, a/arm, and Avon sports a/c, matching  
beige, 5,000 miles only; £279.

1958 C12, 1,200 miles only; £155.

1956 C12, excellent condition; £89.

1955 (late) B.S.A. Gold Star B34 500cc in touring  
trim, grip on bars, Grand Prix carbs., alloy  
rims, etc., engine being reconditioned; £199.

WE have a large selection of colour and combinations  
at competitive prices.—Brixton 6555. Terms and  
exchanges. (C1122

FISHERS OF ACTON offer the following machines  
at unrepentable prices:—

1956 B.S.A. C11 250cc, a/arm, choice of four:  
£29/10, dep. £20, 18 months £2/12/3.

1955 B.S.A. C11 250cc springer, choice of two:  
£29/10, dep. £15/10; 12 months £2/11/3.

1954 C11 250cc springer; £35, deposit £12, 12  
months £2/6/6.

1952 —B.S.A. B53 500cc; £29/10, dep. £10, 12  
months £2/0/10.

1951 B.S.A. Bantam 125cc springer; £29/10; dep.  
£10, 12 months £2/0/10.—44, Western Ave.,  
East Acton, W.3. Shepherds Bush 5007, 5 mins. Acton  
Underground. (C1005

1956 B.S.A. 150cc Bantam Major, battery lighting,  
excellent condition; £69/10.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. (C1166

1954 650 ohv Gold Flash, black, s.a., very clean;  
£139, below.

1954 150 Bantam Mjr., s.f.; £59.—Pankhurst, 314,  
King St., Hammsmith; open 6 p.m. every  
week-day. Riv. 1401. (C1156

1955 Gold Star 500cc Clubmans, showroom cond.;  
£175.—3, North Circular Rd., London. E.4. (8422

GOLD Star, Aug. '57, 500cc Clubman's, alloy wheels,  
rev. c., etc., bargain; £228.—Hornchurch 2485. (8434

A10: beige with matching Garrard saloon a/c 1957,  
5,000 genuine miles; only £235 complete;  
machine alone worth £240; first deposit secures

TELE ACTOS, 18, Turnpike Lane, N.8. Bow. 1150. (8415

ASTON AUTO-MOTORS OF BIRMINGHAM.—B.S.A.  
sales and service, 125cc to 650cc, a model for every  
one; new models on show; quick delivery.

172—177, Aston Rd., Birmingham. At. X 3201-S.  
[0561/R

CALL and inspect our outstanding bargains or send  
for list.—E. S. Motors, Ltd., 325, High Rd.,  
Chiswick, W.4. (C1031

B.S.A. from stock—Latham's Motor Cycle House,  
Fishergate, Preston. Exchange; h.p. terms.—Tel.  
4243. [0045/R

## MOTO GUZZI



SEE TRY  
AND RIDE  
THESE WORLD FAMOUS  
MACHINES  
at PRIDE & CLARKE

Don't delay—come along and try one of these superb models  
(e-day) YOU ARE UNDER NO OBLIGATION but we are  
convinced that you will be amazed at the performance of  
the Zinto and Lodola.

Zigolo  
98 c.c. SPORTS

Acclaimed by the experts.  
Exceptionally reliable with  
amazing economy. This  
machine has performance  
equal to that of a much  
larger model.



CASH PRICE £109.19.6

Lodola  
175 c.c. SUPER SPORTS

An outstanding motor-  
cycle superbly styled and  
at a competitive price.  
Sparkling performance  
plus maximum service-  
ability with minimum  
maintenance.



CASH PRICE £199.19.6

- ★ 1/3RD DEPOSIT SECURES DELIVERY.
- ★ 24 MONTHS TO PAY.
- ★ EXCHANGES WELCOMED.
- ★ H.P. ACCOUNTS SETTLED.
- ★ ILLUSTRATED CATALOGUE FREE.

### IF YOU CANNOT CALL- POST THIS COUPON

I am interested in a NEW Moto Guzzi.....  
Model..... C.C.....  
I have for exchange a 19..... C.C.....  
Make..... Mileage.....  
I must have £.....  
NAME.....  
ADDRESS.....  
M.....  
C.....  
D.....

## PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9  
Phone: BR1 6251 - Grams PRICLARKE LONDON  
Hours of Business: 10 a.m. to 6 p.m. (including Sat. 10 a.m. to 4 p.m.)

### B.S.A. SPARE PARTS

# NEW MODELS

Choose Yours Now

Hundreds of gleaming new models on two floors at London's finest showrooms.



ALL THE LATEST SPECIFICATIONS AND COLOURS AVAILABLE

## DURING SEPTEMBER

WHITBY'S WILL GIVE YOU AN OUTSTANDING ALLOWANCE PRICE FOR YOUR PRESENT MODEL IN PART EXCHANGE—Good clean models urgently required.

### Secondhand Barges SOLOS

1957 (Reg. 25) A.J.S., 20, Craven equip., 5,000 miles. Superb	£219
1957 WORTON, 99, Avon fairing. Immaculate.	£225
1956 SUNBEAM, 88, s/frame, s/drive. Excellent.	£185
1955 B.S.A., 5, 18, s/frame, d/deat. Good order.	£155
1956 F. BARNETT, Cruiser, 225, 14hp, s/frame, s/drive. V. smart	£115
1952 B. ENFIELD, Twin, s/frame, s/drive. Excellent.	£85
1955 MATCHLESS, 515, s/frame, s/drive. Excellent.	£85
1955 ARIEL, 18, s/frame, s/drive. Ideal s/frame m/c	£139
1957 ARIEL, 18, s/frame, s/drive. Ideal s/frame m/c	£139
1957 B.S.A., 18, s/frame, s/drive. 1 s/frame, as new	£85
1950 B.S.A., 231, 500 c.c. Ideal s/frame m/c. Tassel	£85
1953 WORTON, 7, s/frame, s/drive, carrier. Immaculate	£105
1955 (Reg. 25) EXCELSIOR, 197, s/frame, s/drive. Good order	£55
1957 PANTHER, 104, 197, s/frame, s/drive. V. smart	£105
1950 PANTHER, 100, s/frame, s/drive. Ideal s/frame m/c	£65
1953 PANTHER, 65, 250, s/frame, s/drive. Excellent.	£95
1954 VELOCETTA, 515, 500, s/frame, s/drive. Excellent.	£135
1955 A.J.S., 18, 500, s/frame, s/drive. V. smart	£139
1956 ARIEL, 18, 500, s/frame, s/drive. Excellent.	£139
1954 A.J.S., 1110, 250 c.c. s/frame, s/drive. 4 speed, c/bar	£75
1957 MATCHLESS, 515, s/frame, s/drive. Excellent.	£85
1950 SUNBEAM, 88, s/frame, s/drive, black chrome	£95
1953 (Out.) TRIUMPH, Terrier, s/frame, s/drive. Bargain	£55
1952 JAMES, Antioch, 98 c.c. carrier. Cash bargain	£15
1956 B. ENFIELD, Bullet, 350, s/frame, s/drive. Excellent	£119
1952 B. ENFIELD, Twin 500, s/frame, s/drive, panners	£85
1953 B.S.A., 110, s/frame, s/drive. Exceptional	£85
1957 F. BARNETT, Falcon 197, s/frame, s/drive. Excellent	£115
1953 A.J.S., 20, s/frame, s/drive, above average	£135

### COMBINATIONS AND THREE-WHEELERS

1955 ARIEL, 18, s/frame and Tudor s/frame	£175
1959 ARIEL, 18, s/frame and candel s/frame	£229
1950 ARIEL, 40, s/frame and candel s/frame	£265
1947 B.S.A., M.20, s/frame and candel s/frame	£40
1950 B.S.A., A.7, s/frame and candel s/frame	£85
1956 B.S.A., A.10, s/frame, s/drive, and Felber sports. Smart	£235
1955 B.S.A., A.10, s/frame and Canterbury 2nd, beige s/frame	£235
1956 TRIUMPH, 6T, s/frame, and Ascot s/frame 1 owner	£159
1954 BOND, Mk. C. 197, 3-speed, blue finish	£215
1957 HINCKLEY Cubito Cruiser, all extra. 1 owner	£215

### EASIEST TERMS



SPARES—TEL. SHE 6785

THE VALE, ACTON, LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays  
Saturdays 6 p.m.

### DOUGLAS

1957 Douglas Dragonfly, one owner, low mileage; £125.  
BANKS, 62-64, Grand Parade, N.W. Sta. 0387. [C1166]  
CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1031]  
125 gns.—Douglas Dragonfly, Oct. 1957, 348cc ohv, swinging arm, one owner; choice 2: free tax and insurance; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

### DOUGLAS WANTED

PRIDE & CLARKE.—Biggest demand, highest prices.—156, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]  
WE pay £10 more for Douglas; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

### DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the T15 model, c.o.d.—895-821, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

### DOUGLAS VESPA

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/R]  
WHITBYS.—Vespa specialists, new and second-hand. 275, Acton Vale, London, W.3. She. 5355. [C1128/R]  
65 gns.—Douglas Vespa, August 1956, 125cc 4212, extras, very good condition; year's tax; terms; exchanges.—Rowland Smith, below.—  
45 gns.—Douglas Vespa, 1953, 125cc, extras, very good condition; year's tax; choice 5 Vespas; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]  
CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1031]  
£29 10.—Vespa September 1952 125cc scooter, good tyres, pillion, taxed, good runner.—Dilley, 374, Forest Rd., London, E.17. [C1030]

SLOCUMBS OF NEASDEN!!! for your new Vespa; terms and exchanges.—235-271, Neasden Lane, N.W.10. Gladstone 3355—S. Lines. [C1115]  
LEDA Scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0034/R]

### DOUGLAS VESPA WANTED

GEORGE CLARKE pay most for Douglas Vespa.—478, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]  
ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1144/R]

### DOUGLAS VESPA SPARE PARTS

GLANFIELD LAWRENCE. No waiting.  
WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our per-urban postal service.—Call, phone or write, 407, High Rd., North Finchley, N.12. Tel. Fin. 0091. [S1044/R]  
GODFREYS, Ltd.—Croydon, 208, Gt. Portland St., W.1. Forest Oaks. See display advert. [S1052/R]  
YOUNG'S.—Vespa spares and accessories, list free.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]  
HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [S1056/R]

### EXCELSIOR

YOUNG'S.—Excelsior main agents; terms, exchanges.—32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]  
1957 328 TS twin, as new, small mileage; £149.—Pankhurst, 314, King St., Hammer-smith, open 8 p.m. every week-day. Riv. 1401. [C1136]  
32 gns.—Excelsior Consort, 1955, 98cc, dual seat, crash bar, carefully used, year's tax; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

### EXCELSIOR SPARE PARTS

HOE STREET GARAGE, Ltd.—Gen. Excelsior spares, c'nter, c.o.d., trade.—414, Hoe St., W'atow, E.17. Tel. Cop. 1710. [0290]  
BELLAMY'S hold the finest stock of Excelsior spares for all post-war models; c.o.d. anywhere.—5, Lordship Lane, Dulwich, S.E.22. New Cross 0666. [0511/R]  
KAYS OF EALING, Ltd.—Excelsior spare parts stockists. Trade supplied, quotation c.o.d. by return.—9-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]  
LONDON'S Excelsior specialists.—Alec Jackson for Tailman and Sport spares; largest stock in Great Britain; c.o.d. by return; repair specialists.—Alec Jackson, Motor Export Ltd., 1008, Harrow Rd., Kensal Green, London, N.W.10. Ladbroke 2792. [S1066/R]

### FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd. Lower Ford St., Coventry. Coventry 3054. [0090/R]



## 200 NEW & USED B.S.A.s ALWAYS IN STOCK

If you are thinking of buying a B.S.A., Whitby's is the best place. Always a marvellous display of new and used models plus service supreme. A service built after 50 years' close association with the B.S.A. Company. Complete spares service "over the counter or C.O.D." and Exchanges and Easy Terms that speak for themselves. THAT'S why we sell so many B.S.A.s. Distance is no object. Drop us a postcard if you can't call, or phone SHE 5355.

## HIGHEST EXCHANGES IMMEDIATE DELIVERY EASIEST TERMS

AREA DISTRIBUTORS FOR TRIUMPH—NORTON—ARIEL—MATCHLESS A.J.S.—FRANCIS-BARNETT—JAMES ALSO HEINKEL and ISETTA Bubblicars and over 150 SCOOTERS of all leading makes

Demonstration models available



IMMEDIATE POSTAL SERVICE



SPARES—TEL. SHE 6785

THE VALE, ACTON, LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays  
Saturdays 6 p.m.



## FRANCIS-BARNETT

## WATKINSON MOTORS.

1958 models for immediate delivery; usual terms available.—Stockwell Rd., S.W.9. (01174/R)

## ROWLAND SMITH'S for Barnett.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

62—Francis-Barnett, 1956, 150cc Plover, swinging arm, one owner.

59—Francis-Barnett, October 1954, 197cc Falcon, swinging arm, battery lighting, choice 3 terms, exchanges; list open 2-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. (01114/R)

1957 Francis-Barnett 250cc.—D. Grady, 150, West Barnes Lane, New Malden, Ry. (04446)

WHITBY OF ACTON.—Immediate delivery of new models.—275, Acton Vale, W.3. She. 5355. (01128/R)

CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. (01081)

RENNOS.—1957 reg. Cruiser, 250cc 4-speed swinging arm spring frame, duo-seat, wide hubs, screen, fast, sporty. 1956 reg. 150cc.

RENNOS.—1954/5 Falcon 197cc swinging arm springer, duo-seat, 55gms.—252-3-4, Upper Bk. Islington, N.1. Can. 2041. (01104/R)

SLOOMBOES OF NEASDEN!!! for your new Francis-Barnett, terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (01115)

WHITE & MARTIN for your new Francis-Barnett: exchanges, terms; spares and repairs.—18, Ashfield Parade, Southgate, N.14. Palmers Green 035. (01128/R)

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every Francis-Barnett model including the new Scrambler 250 and the 175cc Light Cruiser just introduced. Lists, tuition free; longest and lowest h.p. terms and a square deal exchange; Francis-Barnett and Villiers spares specialists. (01205)

## FRANCIS-BARNETT WANTED

GEORGE CLARKE pay most for Francis-Barnett.—278, Brixton Hill, S.W.2. Tube Hill 3211. (W11091)

ROWLAND SMITH'S, the F.-Barnett buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. (W1098/R)

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

WE pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading, Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

## FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Bri. 2838. (01174/R)

HOR STREET GARAGE, Ltd.—Genuine spares; H. Carter, c.o.d. trade.—418, How St., W'atow, E.10. Tel. Cop. 1710. (02979)

KAYS OF EALING Ltd., Francis-Barnett spare parts stockists.—Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Ealing 2347. (011075/R)

MEETEN'S, Shannon Corner, New Malden 3110.—Britain's first Francis-Barnett distributor and still the best source for all your F.-B. and Villiers supplies, trade supplied. (01205)

## GILERA

PRIDE & CLARKE.—All models; highest exchanges; pay deposit and ride away, tax and insurance included in terms; in return spares service.—Stockwell Rd., S.W.9. Brixton 6251. (01098/R)

## GREEVES

GREEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex, South Benfleet 278.

THE thrill of a lifetime! when you own the new 250cc Pionette twin; send your address for details. (0012/R)

ARCHER OF ALDERSHOT for Greaves, etc.; spares and service.—Victoria Rd., Tel. 323. (0384/R)

GREEVES Main Dealers.—New models available, immediate delivery.—G. P. Bulham, 2b, 2c, 6, 137, Batham Hill, S.W.13. Battersea 1107, ext. 4. (0109/R)

SLOOMBOES OF NEASDEN!!! for your new Greaves; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (01115)

COMMERFORD for Greaves and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (01006)

PALMERS.—Immediate delivery of Greaves Scooters, Trials and Hawkmoor Scrambler models; exchanges and terms.—81, Stanley Rd., Tooting, Motocycle 1046. (01003)

## HARLEY-DAVIDSON

NEW and used machines in stock and with written guarantee and backed with 10 years' after-sales service; all spare parts available.—F. H. Warr, Ltd., 611, Kings Rd., Fulham, S.W.6. Renown 2954. (01004)

## GEORGE CLARKE

Wherever you live it will pay you to go to George Clarke, as not only will you find a better selection of makes and models, but you will also save from £20 to £30.

	SCOOTERS	CASH
A.J.S.	'30, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'31, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'32, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'33, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'34, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'35, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'36, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'37, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'38, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'39, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'40, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'41, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'42, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'43, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'44, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'45, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'46, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'47, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'48, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'49, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'50, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'51, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'52, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'53, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'54, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'55, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'56, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'57, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'58, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'59, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'60, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'61, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'62, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'63, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'64, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'65, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'66, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'67, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'68, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'69, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'70, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'71, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'72, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'73, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'74, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'75, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'76, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'77, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'78, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'79, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'80, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'81, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'82, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'83, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'84, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'85, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'86, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'87, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'88, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'89, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'90, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'91, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'92, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'93, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'94, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'95, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'96, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'97, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'98, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'99, 200 c.c.h.v. M18, tank, d'cast.	£10 10
A.J.S.	'00, 200 c.c.h.v. M18, tank, d'cast.	£10 10

	MODERN, SCOOTERS AND LIGHTWEIGHTS	CASH
A.J.S.	'30, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'31, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'32, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'33, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'34, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'35, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'36, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'37, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'38, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'39, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'40, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'41, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'42, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'43, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'44, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'45, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'46, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'47, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'48, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'49, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'50, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'51, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'52, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'53, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'54, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'55, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'56, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'57, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'58, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'59, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'60, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'61, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'62, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'63, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'64, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'65, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'66, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'67, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'68, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'69, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'70, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'71, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'72, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'73, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'74, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'75, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'76, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'77, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'78, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'79, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'80, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'81, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'82, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'83, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'84, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'85, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'86, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'87, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'88, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'89, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'90, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'91, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'92, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'93, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'94, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'95, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'96, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'97, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'98, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'99, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10
A.J.S.	'00, 125 cc. Scooter, etc. str., all original body, 12 v. lighting and starting, demonstration on only.	£10 10

275-9 HIGH ST., ACTON, W.3  
ACORN 6543—6 lines Open weekdays 9-6

## HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (01105/R)

## INDIAN SPARE PARTS

CLAUDE RYE, Ltd.—Huge stocks of brand new ex-C.W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (01105/R)

## JAMES

NORTH LONDON.—Tele. Autos for James sales and service.—18, Turnpike Lane, N.8. (0123/R)

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 323. (0371/R)

JOHN SURTESS, West Wickham, Kent, for your James.—Spring Park 3700. (01145)

SLOOMBOES OF NEASDEN!!! for your new James; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (01115)

WHITBY OF ACTON.—Immediate delivery of new models.—275, Acton Vale, London, W.3. She. 5355. (01128/R)

142 gns.—James, April 1956, 240cc Commodore, swinging arm, 1,501 miles; terms, exchanges.—Rowland Smith, below.

105 gns.—James, 1957, 197cc swinging arm, battery dual seat, carefully used, choice 3 free tax and insurance; terms, exchanges; list open 2-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. (01114)

1958 250 Tm Commodore, panniers, legshields, as new; 2169—Fankhof 315, King St., Hamersmith; open 8 p.m. every week-day. Riv. 1401. (01138)

MEETEN'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of every Francis-Barnett model including the new 175cc 4 speed Cavalier at £149/14; other models from £98/11; lowest longest permissible h.p. terms, free expert tuition; James and Villiers unbreakable spares service. (01205)

## JAMES WANTED

## LAMBRETTA

**R**OWLAND SMITH'S for Lambretta.

**N**ew scooters and truck in stock.

**F**REE tax and insurance with second-hand scooters.

**95** gns.—Lambretta, late 1956, 150cc LDB, extras, excellent condition, choice 6 Lambrettas; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

**G**ODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R

**W**HITBYS for bargains in used Lambrettas.—275, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R

**P**RIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Briston 6251. [C1099/R

**S**LOCUMBER OF NEASDEN!!! for your new Lambretta, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

**C**ALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1031

**W**HITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R

**J. J. DOBLE (MOTOR SALES), Ltd.**, 1958, Lambretta agents; terms, spares, services, repairs.—125-4, Midway Parade, Cranbrook Rd., Barking, E.10. Tel. Val. 0191. [C1149/R

**N**ew Lambrettas from £25/19/2 down, 24 instalments £2/4/6 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. T. Saunders, Highfield, London, N.W.11. [C0035

**O'NEILL BROS., Ltd.**—Visit our new scooter showroom, full range of machines, spares, accessories and clothing riding instruction given.—190, Broadway, N.W.9. Hendon 8629. [C11179

**C**OMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5551. [C1006

**E**LITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—251, Garratt Lane, Tooting Broadway, S.W.7. Belham 1200. [C1169/R

**S**PECIAL offer: 1957 Lambretta FD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £280, our clearance price £219.

**B**EST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

**N**AYLOR & ROOT, Ltd., Motor Cycle Moulds, 25, East Hill, S.W.18. Battersea 2252. [C1099/R

**C**ONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms.—225-7, Westminster Bridge Rd., S.E.1, Wat. 5103, 157, Old Brompton Rd., S.W.5. Fre. 1844, 162, Finchley Rd., N.W.3. Swi. 3767. [C0211/R

## LAMBRETTA WANTED

**R**OWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [C1114/R

**G**EORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

**P**UTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1136/R

**C**LAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—695-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

**W**E pay £10 more for Lambretta; H.P. accounts settled, cash balance immediately, we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 5 p.m., 6 days, Sundays 11 a.m. until 3 p.m. Tel. Reading 2257. [W1039

## LAMBRETTA SPARE PARTS

**S**PEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [S1121/R

**P**ALMERS for Lambretta spares and services.—81, Stanley Rd., Teddington, Molesey 1646. [S1003

**G**ENUINE Lambretta spares, 125/150; prompt c.o.d.—H. Mallaby & Co., 144, Micklegate, York, 24017. [10075/R

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Lambretta spares, accessories, services; rapid C.O.D.—Rodney 2181. [0263/R

**M**OORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R

**G**ODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advert. [S1052/R

**A**STON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spare and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3301-2. [0486/R

## RANDOM SELECTION

'54 **NORTON** Featherbed, fitted with 500 c.c. Manx motor, Beart tuned, Lucas dynamo lighting, full width hubs, grey and chrome finish ..... £218 0

'54 **NORTON** 600 c.c. 99, Featherbed, grey and chrome, paintwork poor ... £145 0

'57 **NORTON** 99, very low mileage, one owner, taxed year, unmarked ..... £198 0

'54 **NORTON** 99, 600 c.c. Avon Fairing, Craven pannier boxes and carrier, legshields, unmarked throughout, exceptional ..... £215 0

'49 **NORTON** 500 c.c. International, megaphone, new dual seat, chrome guards, large tank, really exceptional, new front tyre ..... £195 0

'53 **NORTON** E.S.2, s/arm, 500 c.c., dual seat, carrier, sound motor ..... £79 10

'50 **NORTON** E.S.2, 500 c.c., s/frame, Lucas dynamo lighting, choice of 2 ... £57 10

'49 **NORTON** 600 c.c., S.V., sidcar spec., i/shields, screen, mirror, new dual seat and battery, sound motor ... £58 0

'51 **NORTON** 500 c.c. Trials, alloy motor, Lucas dynamo lighting, carrier, air filter, sound throughout ... £75 0

'58 **NORTON** 99, 600 c.c., black and chrome, exceptional ..... £235 0

'54 **A.J.S.**, 600 c.c., black and chrome, crash bars, exceptional ..... £185 0

'57 **TRIUMPH** Tiger 100, blue and ivory finish, unmarked throughout ... £235 0

'57 **TRIUMPH** 650 c.c., Rodark metal panniers, Avon Fairing in matching colours, twin mirrors, crash bars, carrier, really exceptional machine ... £238 0

'57 **TRIUMPH** T.110, alloy head, silver and chrome finish ..... £215 0

'55 **TRIUMPH** 500 c.c., maroon finish, crash bars, dual seat, cover ..... £158 0

'54 **B.S.A.** 650 c.c. Flash, s/arm, black and chrome, sound motor ..... £138 0

'54 **B.S.A.** B.34, in touring trim, s/arm, excellent condition throughout ..... £148 0

'51 **VELOCETTE** LE 200 c.c., blue and silver finish, windscreen, panniers, good tyres, recommended ..... £48 0

'58 **MATCHLESS** 600 c.c. Sports, red and chrome finish, 4,000 miles ..... £258 0

## SPECIAL DISPLAY

Kindly loaned by **NORTON MOTORS** Including 66 T.T. replicas and Gold Medals.

Various Norton machines of special interest.

ALL WELCOME.

## COMERFORDS LTD.

THAMES DITTON, SURREY

Station: SURCITON—15 minutes from Waterloo.

Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.

Telephone: EMERBROOK 5531 (6 lines)

## LAMBRETTA SERVICE

**ELEANOR MOTORS**, 265, Mare St., Hackney, E.8. For sales, spares, service, repairs.—Ambers 5134/5203. [10319

**ELEANOR MOTORS (STADIUM)**—East London's fully equipped service station, sales, spares, repairs.—98-106, Lea Bridge Rd., Clapton, E.5. Ambers 5606. [10524

## MAICO

**MAICO (GREAT BRITAIN), Ltd.**, 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247cc and 277cc super scooter and Malcomobi 197cc, totally enclosed. All spares from stock. [1062/R

**G**ODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R

**C**LAUDE RYE—Immediate delivery new Maico. Choice of colours; terms.—595-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

**S**LOCUMBER OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

**E**ARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—53, Whitgate Drive, Blackpool, Tel. 24720. [0147

**E**AST HILL MOTORS, Ltd., for your new Maico, let's for Maico Mobil; immediate delivery from stock; demonstration models available. [C1122

**T**ERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5601. [0028

## MATCHLESS

**M**ATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1233. [0108/R

**M**ATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9. [C1139

**1957** (late) Matchless G9 500 twin, under 3,000 miles, numerous extras, as brand new; £199.

**1952** Matchless G9 spring twin, excellent condition; £159.

**1957** G80 500cc, s/arm, and Blacknell d/a s/p, finished black, magnificent condition; £199.—Briston 6555. Terms and exchanges. [C1122

**A**RCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 323. [0363/R

**1956** 600cc Matchless, panniers, spot light; £175.—Rena Motors, Harringay, N.4. H.P. terms. [0438

**W**HITTAKER OF BLACKPOOL for your new Matchless, immediate delivery from stock.—19, Cookson St., Blackpool, Tel. 24628. [C1139

**1953** 500 ohv G11 s/arm; £139.—Pankhurst, 514, King St., Hammersmith; open 8 p.m. every week-day. Riv. 1401. [C1136

**C**ALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1031

**S**LOCUMBER OF NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115

**J**OHNSON SUTTERS for your Matchless, all models in stock; ride before you buy; demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1145

**W**HITBYS OF ACTON—New models in stock; exchanges, h.p., spares.—265-275, Acton Vale, London, W.3. She. 5355 (Showrooms); She. 6785 (Spares). [C1128/R

## MATCHLESS WANTED

**R**OWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [C1114/R

**G**EORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

**P**RIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1099/R

**C**LAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—695-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

**W**E pay £10 more for Matchless; H.P. accounts settled, cash balance immediately, we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 5 p.m., 6 days, Sundays 11 a.m. until 3 p.m. Tel. Reading 2257. [W1039

## MATCHLESS SPARE PARTS

**J**OE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service.

**340**, Footscray Rd., New Eitham, S.E.8. Eitham 1575. [0178/R

**C**LAUDE RYE, Ltd.—Matchless spares specialists.—695-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

**C**LAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—695-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

**100%** service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Moulton, Midds. Houslow 1852. [S1168

**O**WOOD & COATES Ltd., Matchless specialists; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. [S1094

**G**UN KUHN—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Briston 5604 and 9435. Prompt c.o.d. by return service. [0188/R





# GEORGE CLARKE

**THE COMBINATION SPECIALISTS**  
We have the largest selection of Combinations and S-Wheelers in the United Kingdom at prices below current market values and on England's easiest Terms from 1.25d Deposit and balance up to 2 years. Any motorist fitted to any other Combination advised.

COMBINATIONS	
A.J.S. '53, 500 c.h.v., and Surrey Rambler R/S saloon.....	£119 10
A.J.S. '52, 500 c.h.v., and Watsonian Maxitoke C/A.....	£119 10
A.J.S. '56, 500 c.h.v., spr., and Swallow Jet 50 Sports s/car.....	£109 10
AMBASSADOR, '52, 197, and Watsonian Elton saloon.....	£55 10
ARIEL, '50, 500 c.h.v., and Bumber R/S saloon.....	£49 10
ARIEL, '48, 350 c.h.v., and Swallow Sports.....	£49 10
ARIEL, '50, 500 c.h.v., and C/A saloon sidcar.....	£59 10
ARIEL, '53, 500 c.h.v., Mod. 20 Twin spr., and Swallow R/S.....	£59 10
ARIEL, '51, 350 c.h.v., and Garrard R/S s/car.....	£69 10
ARIEL, '50, 500 c.h.v., and Swallow Harvard D/S saloon.....	£69 10
ARIEL, '52, 500 c.h.v., Gold Star, R.S.A. Sports.....	£69 10
ARIEL, '53, 500 c.h.v., and Bumber R/S saloon.....	£69 10
ARIEL, '50, 500 c.h.v. Special, and '53 Steib Super Sports.....	£69 10
ARIEL, '51, 1,000 c.h.v., 8/4, and Canterbury C/A sal. ....	£125 10
ARIEL, '54, 600 c.h.v. spr., and Swallow D/A saloon.....	£169 10
ARIEL, '52, 1,000 c.h.v., 8/4, and Castle D/A saloon.....	£179 10
ARIEL, '56, 650 c.h.v. spr., and Wat/Maxitoke C/A saloon.....	£189 10
ARIEL, '53, 1,000 c.h.v., 8/4, and Watsonian sal. D/A.....	£199 10
ARIEL, '54, 600 Twin spr., and Garrard Sidchester sal. s/c.....	£209 10
R.S.A. '38, 500 c.h.v., and R/S saloon sidcar.....	£10 10
R.S.A. '38, 500 c.h.v., and Launch R/S saloon sidcar.....	£12 10
R.S.A. '37, 350 c.h.v., and Royal R/S sidcar.....	£12 10
R.S.A. '49, 350 c.h.v., tele., Wat/Ascot saloon s/car.....	£59 10
R.S.A. '48, 500 c.h.v., and Wat/Stratford Sports s/car.....	£69 10
R.S.A. '52, 350 c.h.v., and Surrey Rambler saloon.....	£69 10
R.S.A. '49, 500 c.h.v. Twin spr., Wat/Ascot saloon.....	£69 10
R.S.A. '51, 600 c.h.v., and Swallow Comet C/A saloon.....	£69 10
R.S.A. '50, 500 Twin, and '54 Watsonian Ascot R/S.....	£69 10
R.S.A. '52, 600 c.h.v., and Wat/Maxitoke A.A.....	£109 10
R.S.A. '54, 500 c.h.v., and '57 Streamline C/A saloon.....	£119 10
R.S.A. '53, 500 c.h.v., A7 spr., and Wat/Ascot saloon.....	£125 10
R.S.A. '52, 500 Twin spr., and '56 Watsonian Ascot.....	£129 10
R.S.A. '53, 500 c.h.v., sal. 17 Twin, and Canterbury C/A sal. ....	£139 10
R.S.A. '54, 500 c.h.v. spr., and Canterbury C/A saloon.....	£139 10
R.S.A. '54, 650 c.h.v. A10 R/A, and Volante C/A sal. s/c.....	£179 10
R.S.A. '57, 500 c.h.v. spr., and Canterbury C/A saloon.....	£185 10
DOUGLAS, '57, 500 Twin Drexton, and Wat/Winter.....	£189 10
ENFIELD, '48, 500 c.h.v., and Wat/Maxitoke C/A saloon.....	£69 10
ENFIELD, '51, 500 Twin, and '54 Ascot saloon.....	£69 10
ENFIELD, '57, 500 c.h.v., Wat/Stratford.....	£175 10
JAMES, '54, 197 R/A, and '57 Surrey Rambler R/S saloon.....	£69 10
MATCHLESS, '48, 500 c.h.v., and Garrard 880 sidcar.....	£109 10
MATCHLESS, '50, 500 Twin, and Wat/Winter sidcar.....	£109 10
NORTON, '52, 500 c.h.v., and C/A saloon sidcar.....	£69 10
NORTON, '57, 500 c.h.v., and R/S sidcar.....	£12 10
NORTON, '46 (reg.) 500 c.h.v., and Leyton C/A s/car.....	£19 10
NORTON, '47, 500 c.h.v., and C/A saloon.....	£29 10
NORTON, '46, 500 c.h.v., and R/S saloon.....	£29 10
NORTON, '48, 500 c.h.v., and Wat/Aldon.....	£45 10
NORTON, '49, 500 c.h.v., and Wat/Ascot sidcar.....	£69 10
NORTON, '50, 500 Twin spr., Dom. T. Wat/Ascot.....	£69 10
NORTON, '52, 500 882 spr., and Swallow Sports.....	£69 10
NORTON, '53, 500 c.h.v., and Canterbury C/A sidcar.....	£119 10
PANTHER, '57, 500 c.h.v., and Trinder D/A saloon.....	£119 10
PANTHER, '56, 500 c.h.v., and Watsonian Ascot s/car.....	£69 10
PANTHER, '53, 600 c.h.v., and Canterbury C/A saloon.....	£129 10
PANTHER, '53, 600 c.h.v., and Canterbury C/A.....	£129 10
PANTHER, '54, 600 c.h.v., Wat/Maxitoke.....	£149 10
PANTHER, '54, 600 c.h.v., and Garrard 880 Sports.....	£129 10
PANTHER, '54, 600 c.h.v., and Garrard C/A saloon.....	£165 10
PANTHER, '54, 600 c.h.v. R/A, Canterbury C/A.....	£169 10
PANTHER, '54, 600 c.h.v. R/A, and Wat/Maxitoke saloon.....	£169 10
PANTHER, '53, 500 c.h.v. R/A, and '57 Cant. Carmobile.....	£229 10
SUNBEAM, '47, 500 c.h.v., Wat/Maxitoke C/A.....	£99 10
SUNBEAM, '52, 500 c.h.v., and Wat/Maxitoke C/A.....	£139 10
TRIUMPH, '50, 500, and Sw. Sports, on V021 hr. chas.....	£119 10
TRIUMPH, '48, 500 Twin, R/W, and Garrard Grand Prix.....	£189 10
TRIUMPH, '54, 500 Twin, R/W, and Plastic Adventure.....	£199 10
TRIUMPH, '55, 600 c.h.v. R/A, and Garrard Grand Prix.....	£229 10
VINCENT, '53, 600 c.h.v. Comet, and Swallow Commando.....	£189 10
VINCENT, '51, 1,000 Black Shadow, and Bumber C/A sal. ....	£209 10

USED SIDCAR BARGAINS	
CANTERBURY Commercial Scooterbox on 1/2light chas.....	£10 10
CANTERBURY Commercial Scooterbox on 1/2light chas.....	£25 10
STEEL Commercial box on 8/4 chas., maroon/silver.....	£69 10
STEEL R.S.I. Roller Sports s/c, on 1/2light scooter chas.,.....	£25 10
Lambretta grey, Good condition.....	£45 0
WATSONIAN Warwick D/A full-door sal., on V021 chas.....	£49 10
G.A.R.A. Sports Tourer on R.S.A. chas., green. Fair cond.....	£19 10
GARRARD C/A saloon on 1957 Mk. I safety chas., black.....	£39 10
WATSONIAN Elton s/wheelers sal. s/c on L.G. Mk. I chas.....	£69 10

USED CARS AND THREE-WHEELERS	
A.C. PETITE R. '50, 2-doorer saloon, blue, de luxe.....	£199 10
A.C. PETITE R. '55, Mk. II, grey de luxe, extr.,.....	£255 10
BORG, '52/53, 197 Mini-truck, record engine.....	£79 10
BORG, '52, 197 s/car, 3-seater, maroon coupe.....	£89 10
BORG, '55, 197 2-doorer, standard (central) lock.....	£129 10
RELIANT Regal 750, 8/4-seater hardtop, grey. V.G. cond. £249 10	

**NEW CARS**  
Why not Exchange your comb. for Ford, Morris or Austin Saloon or Van? Write for exchange Allowance by return.

**NEW COMBINATIONS**  
We have one of the largest selections of new combinations in Great Britain. Any make or model of sidcar to fit any make or model of motor cycle. Your old motor cycle taken as deposit or part deposit. Write or call for top exchange allowances.

Exchanges welcomed. H.P. accounts settled. Pay deposit, ride away. 24-hour postal service. On-the-spot tax and insurance. Money-saving Combination lists free.

**276-8 BRIXTON HILL, S.W.2**  
**5-13 MORRISH ROAD, S.W.2**  
TULSE Hill 3211 (6 lines) Open weekdays 9-6

## NORTON

1958 Dominator 99, red, 2,300 miles, best offer over £220 secures.—54, Murray Avenue, Bromley, Rav. 4440. [8440]

**RENNOS** for service and satisfaction: your new Norton, join the deposit club, pay when and what you like, delivery when required.  
**RENNOS**.—1951 E82 500cc, spring frame, crash bars, 69gns.: 1946 500cc Norton bargain, 39gns.  
**RENNOS**.—1950 Norton 500cc ohv, duo-seat, fitted smart touring body, 85gns.: easy self-financed terms.—233, Upper St., Islington, N.1. Can. 2021. [C1104]

**ERIC KENNARD & Co.** can supply your new Norton and all spares requirements.—19, Station Rd., N.3, Finchley 3589. [C1091/R]

**COMERFORDS** for Norton and 1,000 other machines: lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

**SLOCUMBS OF NEASDEN!!!** for your new Norton: terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

**JOHN SURTESS** for your Norton, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1145]

1955 Norton Dominator 86, extras include Midland panniers, carrier, Avon fairings £175 c.o.d.—74, Upland Rd., East Dulwich, S.E.22, after 6.30 p.m. —Gul. 2767. [C0669/R]

**WHITBYS OF ACTON**.—New models in stock, 6431 changes; h.p. spares.—253-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

## NORTON WANTED

**ROWLAND SMITH'S**, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**SMITH'S**, 86, Chalk Farm Rd., N.W.1, want Nortons. —Gul. 2767. [C0669/R]

**GEORGE CLARKE** pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**PRIDE & CLARKE**.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1036/R]

**CLAUDE RYE** urgently require all models, get our price first! h.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Men. 6174. [W1105/R]

**WE** pay £10 more for Norton: H.P. accounts settled, we cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

## NORTON SPARE PARTS

**TAYLOR MATTERSON.**

**NORTON** spare parts specialists: largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [C0331/R]

**C.O.D.** by return post c.o.d.

**ALL** Norton gear box spares

**INCLUDING** 1956-57-58 A.M.C. gear boxes.

**JOE FRANCIS MOTORS**, Ltd., 540, Footscray Rd., New Eltham, S.E.9.  
**C.O.D.**—Tel. Eltham 1373, c.o.d. [0156/R]

**HOE STREET GARAGE**, Ltd.—Genuine spares: center c.o.d. trade.—414, Hos St., Watow. E.17. Tel. Cop. 7710. [C0276/R]

**CLAUDE RYE**, Ltd.—Norton specialists.—Comprehensive range: immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

**H. L. DANIELL**, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [C0203/R]

**ELEANOR MOTORS**, Norton spares specialists, comprehensive stock, c.o.d. by return, trade supplied.—265, Mare St., Hackney, E.8. Amherst 5134. [C0315]

**GODFREYS**, Ltd., Norton spare stockists: c.o.d.—226-234, London Rd., Croydon, Cro. 5641; and 220, Barkingside, E.6. Cro. 6086. [C1052/R]

**CLAUDE RYE**, Ltd.—Large stocks of spares for pre-war and ex-W.D. models: list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/1/R]

**KAYS OF EALING**, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal 2367. [C1073/R]

**GUS KUHN MOTORS** invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [C1132/R]

## N.S.U.

**HUMPHREYS.**

**HUMPHREYS**, N.S.U. Distributors for North London, immediate delivery, Super Max. Prima Scooter and Quickie; full range of Quickie and Prima spares, counter or c.o.d.—Humphreys, Ltd., 123, Hampstead Rd., N.W.1. Euston 3326 Sales and Euston 6536 Spares. Close Thursday 1 p.m.

**WHITBYS**.—Grand display N.S.U. Prima and Quickie.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

**CLAUDE RYE**.—Immediate delivery new 5 Star Prima, choice of colours: terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

# GEORGE CLARKE

## WANTED

## 3000

## MOTOR CYCLES

## COMBINATIONS

## SCOOTERS

## 3 Wheelers

## For TOP CASH

## or PART EXCHANGE

## 1958 MODELS

- Cash on the spot or 24 hours post.
- H.P. Accounts settled.
- Any make any model purchased.
- England's Leading Postal Purchasers.
- Quotation without obligation by return of post.
- Carriage Paid or fare home.
- Representative will call in London area.
- Trade enquiries invited.

Wherever you live it will pay you to sell your motor cycle to George Clarke who pay most. Just read what another of our postal customers says:—

Cress Row, Trimden Grange, County Durham.

Dear Sir,  
I wish to thank you for your letter and cheque which I received this morning. This deal has been carried out to my entire satisfaction and I thank you for your fairness and honesty throughout. I shall in future do my utmost to persuade my friends to do likewise.

Yours faithfully, (Signed) R.W.M.

Please give top cash offer for my  
Please give top exchange allowance for my

Make	Year
Model	c.c.
Sidcar	chassis
Model	Year
Condition	
Price required	
Name	
Address	

WRITE, PHONE OR CALL NOW!

**276 BRIXTON HILL, S.W.2** Phone: TULSE Hill 3211  
**275 HIGH ST., ACTON, W.3** Phone: ADOON 6643

## N.S.U.

**S**COOMBES OF NEASDEN!!! for your new N.S.U. Primas, etc.: terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3555 (6 lines). [C1115]

## PANTHER

**R**OWLAND SMITH'S for Panther.

**N**EW models in stock.

**F**REE tax and insurance with second-hand motor cycles.  
**125** cc.—Panther, Sept., 1952. 600cc combination. Swallow full 2-seater saloon, extras, terms, exchanges, list: open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

**PANTHER 1949 250cc**, good condition, any trial: £20.—28, Fourth Cross Rd., Twickenham, Middx. [0418]

**S**COOMBES OF NEASDEN!!! for your new Panther: terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3555 (6 lines). [C1115]

**1955** Panther 65, 20,000, reconditioned, re-sprayed, re-wired, new tyres and chain: £110 o.n.o.—Tremain, Queens, Jell Lane, Hugin Hill, Kent. [0410]

**W**HITTAKER'S OF BLACKPOOL for your new Panther: immediate delivery from stock; also all types of sidecars—19, Cockton St., Blackpool, Tel. 24528. [C1139]

**RAPID MOTORS**—Every Panther available from stock, including model 35 250 twin; largest distributors in the country—269, Haydon Rd., Wembley, S.W.19. Chas. 250-5, and 70-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0895. [C1162/N]

## PANTHER WANTED

**G**EORGE CLARKE pay most for Panther—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

**R**OWLAND SMITH'S, the Panther buyers—Hampton Road High St., London, N.W.3. Ham. 6041. [W114/N]

**PRIDE & CLARKE**—Highest demand, highest prices—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/N]

**W**E pay £10 more for Panther; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1098]

## PANTHER SPARE PARTS

**PANTHER** spares, c.o.d. by return: nearest agent to Panther works—Newton Motors, 397 Manchester Rd., Bradford 29719. [0290]

**G**EORGE CLARKE, Ltd. largest stockists in England: c.o.d. by return—73, New Park Rd., S.W.2. Tulsa Hill 3. [01019/N]

**J**OLLY & KNOFF, Panther spares specialists, largest stock in London: c.o.d. by return—Please note our new address: 28, Lonspit Hill, Lewisham, S.E.13. Tideway 4261. [01065/N]

**C**O.D. 24 hours service, largest spare stockists in Great Britain: this is fact, not fiction; exchanges units in stock—Rapid, 250-260, Haydon Rd., Wembley, S.W.19. Cherrywood 5232-3. [01162/N]

## PIATTI

**PIATTI**—Lusham Motor Cycle House: exchanges: h.p. terms—Tel. 4242 Preston. [0049/N]

## PUGH

**FOR** Pugh scooters and motor cycles—Write for the name and address of your nearest dealer to:—SOLE Concessionaires for the British Isles—Hyder's Autoservice, 215-217, Knowles Rd., Bootle, Liverpool, 20. [0531/N]

**G**H CYCLES, Harrow World, 423, High Rd., Harrow 6656, Pugh main dealers. [0121]

**C**ALL and inspect our outstanding bargains or send for list—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1031]

## RACING MOTOR CYCLES

**D**UCATI Quera HVI, BMW, immediate delivery—Gilbanks, 263-5, New North Rd., Lillingdon, N.1. Cas. 2968. [0145]

**H**UDDESPFIELD—Gold Stars and Road Rocks, latest and used, immediate delivery, exchanges, terms—Arnold Moore, Oxford St., Garage, Tel. 5483. [0486/N]

**E**RIC OLIVER offers 1957 500cc Gold Star ready to race, bargain: £250; part exchanges, and h.p. welcomed—Eric Oliver Motors, Ltd., 99, London Rd., Staines, Tel. 3733. [C1022]

**W**ORLD champions Ove Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotax speedway machines manufactured by us, largest stockists of J.A.P. racing engines and spares in G.B.: retail, wholesale, export—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2798. [C1066/N]

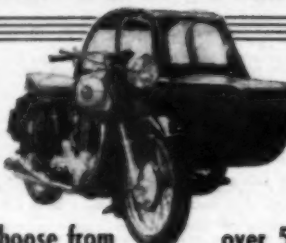
## RACING MOTOR CYCLES WANTED

**E**RIC OLIVER the racing specialist requires good clean late Manx Nortons, also Manx complete loss engine and gear box, h.p. accounts settled, write, Tel. or call—Eric Oliver Motors, Ltd., 99, London Rd., Staines, Tel. 3733. [W1022]

## RACING MOTOR CYCLES SPARE PARTS

**G**ODFREYS, Ltd., B.S.A. special spares for trials and competition machines—418, Romford Rd., R.F. 20. 1234-5. [01052/N]

# NAYLOR & ROOT LTD



**Choose from over 50 COMBINATIONS**

**Third Deposit, drive away. 2 years to pay**

**90-day Written Guarantee. Part exchange your motor cycle, scooter, 3-wheeler or car (h.p. a/c settled).**

1. B.S.A. 311, 250 cbr, spring frame, dist.; Watkinson Elton single-seat lightweight racer	£79
2. A.J.A. 341, 125 cbr, dist., single Watkinson Elton single-seat racer	£69
3. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£100
4. A.J.A. 185, 200 cbr, alarm, dist.; Watkinson Elton child-adult saloon, brake	£140
5. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£140
6. LAMBERTA LDB, 150 cc, SR, 1, 2-cbr, low mileage; Watkinson Elton commercial racer	£150
7. TRIUMPH Thunderbolt 550 Twin, 140cc, dist.; Watkinson Elton child-adult saloon, spring chassis, brake	£160
8. ARIEL KH, Hunter 300 Twin, alarm, dist.; Watkinson Elton child-adult saloon, V.G.B. chassis	£179
9. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£180
10. TRIUMPH Thunderbolt 550 Twin, alarm, dist.; Watkinson Elton child-adult saloon, extra	£190
11. B.S.A. Golden Flash 500 Twin, alarm, dist.; 50 Bury child-adult saloon, brake	£190
12. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
13. ARIEL KH, Hunter 300 Twin, alarm, dist.; Watkinson Elton child-adult saloon, V.G.B. chassis	£190
14. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
15. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
16. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
17. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
18. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
19. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190
20. B.S.A. 47, 300 Twin, 140cc, penna, fairing; Gurnard 200 Sports, spring chassis	£190

## 3-WHEELERS

21. BORD Minster 197 cc, four-cylinder, self-starter, spare wheel. Good condition	£100
22. A.E. Petite 300 cc Coupe de Luxe, self-starter, spare wheel. Smart appearance	£100
23. RELIANT Royal 746 cc Coupe, spare wheel, low mileage, many extras. Ideal family car	£250
24. HUSKINCHERRY R.S. 208, 50-poster, Chain Scooter, spare wheel, 600 miles, as new	£290
25. HUSKINCHERRY 174 cc Chain Scooter, spare wheel, wipers, non-roof, 6,000 miles. Excellent condition	£295

**NEW COMBINATIONS.** Big stocks of new Motor Cycles and Sidecars to choose from. We fit free.

**NEW 3-WHEELERS.** Bond, Heinkel, Ralston, A.C. Pectra, Messerschmitt.

**Also large stocks of New and Used Motor Cycles, Scooters and Mopeds**

# NAYLOR & ROOT LTD

**"MOTOR CYCLE HOUSE"**

17, 21, 25 EAST HILL, WANDSWORTH, S.W.18  
800 yards CLAPHAM JUNCTION Stn. S.R.  
BATTERSEA 2252 (7 lines)

Hours: 9 a.m. to 7 p.m. Saturdays 4 p.m.  
SPECIAL SCOOTER SHOWROOM:  
297 LAVENDER HILL, CLAPHAM JUNCTION

## RACING MOTOR CYCLES SPARE PARTS

**H**L. DANIELL, the Norton expert, for Manx Norton spares service, c.o.d. by return—43, Dartmouth Rd., Forest Hill, S.W.23. For. 5895. [1004/N]

**O'NEILL BROS., Ltd.**—Amal racing carburettor service, jets, needles, slides and spares for R.N. GP, and T1 cars; full postal service; trade supplied.—The Broadway, N.W.3. Hendon 9623. [01179]

## ROYAL ENFIELD

**E**S MOTORS, Ltd., 100% Royal Enfield specialists and main dealers. OFFER full range of 1958 models, including the new:—

**CONSTITUTION 700cc Super Sports 50 h.p.**

**MINOR 500cc** over square engine.

**L**ATEST Airflow models with built-in protection.

**M**ANY guaranteed used Royal Enfields.

**S**END for list of new and used models.

**E**S MOTORS, Ltd., 325, High Rd., W.4. Chf. 6365. [C1031]

**K**INGSTON MOTOR CYCLES offer:—

**T**HE comprehensive range of 1958 Royal Enfields for immediate delivery; terms, exchanges—26-28, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [C1072]

**H**AYEN, Ltd., main agents, part exchanges, terms: service and repairs—162, High Rd., Ilford 0361. [0541/N]

**W**HITTAKER'S OF BLACKPOOL for new Royal Enfield: immediate delivery—19, Cockton St., Blackpool. Tel. 24828. [C1139]

**Y**OUNG'S—Royal Enfield enthusiast: immediate delivery, terms, exchanges—20-32, Tooting Bec Rd., London, S.W.17. Bat. 7791. [C1134/N]

**£22** 10.—Enfield November 1946, 350 cbr model G, dual civilian model, telescopic dual seat, good tyres, good runner—Dilley, 374, Forest Rd., London, E.17. [C1030]

**79** cc.—Enfield, October, 1953, 350cc cbr model G, swinging arm, fairing and windshield, etc., free tax and insurance; terms, exchanges: list: open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

## ROYAL ENFIELD WANTED

**W**E pay £10 more for Royal Enfield. H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1099]

## ROYAL ENFIELD SPARE PARTS

**E**S MOTORS, Ltd., 100% Royal Enfield specialists.

**L**ARGE stock of genuine Royal Enfield spares for all post-war and ex-W.D. models; per return c.o.d. service; trade supplied.

**E**S MOTORS, Ltd., 325, High Rd., W.4. Chf. 6365. [01031/N]

**O'NEILL BROS., Ltd.**—All post-war spares in stock, also Albion, Amal, Lucas, full postal service; trade supplied.—The Broadway, N.W.3. Hendon 9623. [01179]

**M**ARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—Royal Enfield post-war spares and ex-W.D. models; rapid c.o.d.—Bodney 2181. [0065/N]

**C**LAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models, list free of Model C—985-921, Fulham Rd., S.W.8. Kenway 6174. [01105/N]

**C**LAUDE RYE, Ltd., Enfield specialists, comprehensive range: immediate c.o.d.—985-921, Fulham Rd., London, S.W.1. Renown 6174. [01105/N]

**K**AYS OF KALING, Ltd., Royal Enfield spare parts stockists: quotations or c.o.d. by return—8-10, Sand St., Ealing, W.3. Eal. 2357. [C1075/N]

**Y**OUNG'S—1,000,000 spares stocked, all models 1940-1958, prompt despatch; special price list: 125/WDR, 350/WDC and 350/WDCO free—20-32, Tooting Bec Rd., London, S.W.17. Bat. 7791. [01134/N]

## RUDGE SPARE PARTS

**R**UDGE Spares Service now controlled by Godfreys. Order parts for all models from 208, Gt. Portland St., W.1. Eua. 4633. [01062/N]

## SUN

**K**V.P. MOTORS, Ltd.—Geni scooter in stock; terms: spares—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. [C1066]

## SUNBEAM

**S**7—unmarked specimen, '51, £50, or pte. h.p. post—Flat 53, Monarch Parade, Mitcham. [0444]

**S**7—1950, carefully maintained; £70.—Searle, Ltd., 14, Bridge Rd., Chertsey, Tel. 2380. [0407]

**C**ALL and inspect our outstanding bargains or send for list—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1031]

**79** cc.—Sunbeam twin, 1951, 500cc cbr 88, dual seat; choice 3; terms, exchanges: list: open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tube), N.W.3. Ham. 6041. [C1114]

# GAMER LAWRENCE

**NORTH LONDON'S  
LEADING DEALERS**

A FINE  
SELECTION OF NEW and USED  
MOTOR CYCLES etc.

**AT FINCHLEY**

**YOUR EXTRA SAFEGUARD  
6 MONTHS' GUARANTEE**  
on all used machines advertised

USED SOLOS	
MATCHLESS, 1938, 400 c.c. Sports Twin, fitted with Avon Streamliner Fairing. Low mileage. A showpiece at	£899
B.S.A., 1957 A1, 500 c.c. Twin, swinging arm, dual seat, smart maroon finish	£189
JAMES, 1957, Comrades, 350 c.c. swinging arm, dual seat, 2-tone grey/blue finish. Sparkling condition	£139
FRANCIS-BARNETT, 1957, "Cruiser 80", 250 c.c. swinging arm, dual seat, greasy with chrome tank. Excellent throughout	£139
TRIUMPH, 1957, Tiger Cub, 300 c.c. O.H.V., swinging arm, dual seat, windshield, very lively motor	£119
MAYHEW, 1957, 500 c.c. O.H.V., swinging arm, dual seat, a popular model	£119
FRANCIS-BARNETT, 1956, "Cruiser" 225 c.c. swinging arm, dual seat	£119
FRANCIS-BARNETT, 1956, Falcons 197 c.c. swinging arm, dual seat, 1 shield, smart	£99
TRIUMPH, 1955, Tiger Cub, 300 c.c. O.H.V., spring frame, dual seat, excellent throughout	£99
VELOCETTE, 1953, LE 200 c.c., Silent Twin, shaft drive, 2-tone finish. A bargain at	£79
ARIEL, 1955, 200 c.c. Colt, spring frame, dual seat, green chrome. One owner	£79
B.S.A., 1956, D3, 150 c.c., Bantam Major, swinging arm, dual seat, legshields, windoil, carrier, grey finish. One owner. Very smart	£75
D.M.W., 1956, 197 c.c. swinging arm, dual seat, grey finish	£69
B.S.A., 1955, D3, 150 c.c. Bantam Major, spring frame, dual seat, legshields. Only 4,200 miles. It is really immaculate condition	£65
JAMES, 1956, 150 c.c., spring frame, pillion, maroon finish, color of 2 from	£57
EXCELSIOR, 1956, 150 c.c., spring frame, 1 shield, windoil. Very economical	£49

**THIS WEEK'S SPECIAL BARGAIN:**  
1957 TRIUMPH Thunderbird, 500 c.c. Twin, swinging arm, dual seat, bronze and black finish. First Deposit secure

USED COMBINATIONS	
B.S.A., 1957, A10, 500 c.c. Flash Twin, spring frame, dual seat, with Blackbird 2-seater saloon sidecar. Only 4,500 miles. Immaculate black finish	£259
SUNBEAM, 1956, 85, 500 c.c. O.H.V. Twin, spring frame, dual seat, with Bantam A10 2-seater saloon sidecar, matching grey and maroon finish. A really immaculate and impressive outfit for the family man. Excellent value at	£219

**IMMEDIATE HIRE PURCHASE TERMS, 1.50% DEPOSIT, BALANCE OVER TWO YEARS.**

USED SCOOTERS	
MAIOLETTA, 1957, 250 c.c. electric starter, smart maroon finish, dual seat, chrome rear carrier. Under 4,000 miles. One owner. A luxury Bendor at reasonable cost	£199
MAIOLETTA, 1956, 197 c.c., totally enclosed, 2-tone finish, usual de luxe specification. Only 180 miles and virtually as new	£185
N.S.V., Prima 1957, 150 c.c., electric starter, maroon, windoil, pillion spare wheel, carrier. Very smart	£169
DAYTON Albion, 1957, 225 c.c., 2-tone blue finish, windoil, dual seat, streamlined metal paniers. One owner, perfect condition	£169
TERRIT, 1957, 125 c.c. with 3-speed gearbox, windoil, paniers, pillion, spare wheel. Genuine mileage only 1,500, in as new condition. And a gift at	£115

**F INCHLEY**  
407-419 HIGH ROAD, N.12  
(Corner of N. Circular & Gt North Rd.)

FINCHLEY 0091-5 (Open 9 - 7 daily)

CARDIFF • BRISTOL

## SUNBEAM WANTED

**ROWLAND SMITH'S**, the Sunbeam buyers—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

**GEORGE CLARKE** pay most for Sunbeam—273, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019/R)

**PRIDE & CLARKE**—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. (W1098/R)

**WE** pay £10 more for Sunbeam: H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039/R)

## SUNBEAM SPARE PARTS

**SUNBEAM** deserves the finest spares, exchange, replacement or repair service that exist; Lucas spares and exchange units; Amal spares, etc., from stock; 24-hour c.o.d. service; illustrated spares list 6/- post free; Sunbeam repairs our speciality; you set the best and it costs no more. From

**NAYLOR & ROOT, Ltd.**, Motor Cycle House, 25, East Hill, S.W.18. Battersea 2253. (S1069/R)

**HUMPHREYS**, official Sunbeam spares stockists, for spare-war models, c.o.d.—22, Hampstead Rd., N.W.1. Bus. 6536. Close Thursday 1 p.m. (S1056/R)

**MILLARS MOTORS (MITCHAM), Ltd.**, official Sunbeam spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. 0823 (S1016/R)

**KAYS OF LALING, Ltd.**, Sunbeam spares parts stockists; quotations or c.o.d. by return.—10, Bond St., Ealing, W.5. Eal. 2367. (S1075/R)

**BECKETT OF ELTHAM**, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Eit. 2009 and 4940. (S1056/R)

**BE** certain—spares from the heart of the industry: 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham. Aut. Cross 3874. (S1019/R)

**GODFREYS, Ltd.**—87 and 88 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 3641; 208, Great Portland St., W.1. Bus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 1234. (S1052/R)

**WILL LORD** (Sunbeam specialists) for all your Sunbeam spares: pre- and post-war; c.o.d. or quotation by return, complete overhaul promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. (S1052/R)

## SUNBEAM SERVICE

**24-hour c.o.d. service** on all Sunbeam 57 and 59 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths speeds. Don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 56, London Rd., Coventry. Tel. 2146-7. (S1006/R)

## TERRIT

**RAPID** for the Territ 3-speed preselector, all complete, spare wheel and pillion. £149/10.—269, Haydens Rd., Wimbledon. Cherrywood 3203-5. (C1162/R)

## TRIALS AND SCRAMBLES

**COULSDON MOTOR CYCLES** offer:—  
**1957 Matchless 500cc Scrambler, 680CS: £159.—**206, Brighton Rd., Coulsdon, Surrey. Up-lands 7887. (C1011)

**'58 Triumph T20C**, very nice condition; £125.

**'56 Norman**, trials model, SE engine, springer; £109.

**BADGER GARAGES**, Blandford, Dorset. Tel. 615. (C1168)

**COMERFORDS** for trials and scrambles machines: delivery from stock, Greaves, Greaves, Norman B.S.A. Dot. good s.h. models bought for cash; deal with the recognised competition specialists.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. (C1006)

**115 gns.—D.O.T.** late 1956, 197cc TDH4, swinging arm, Karis front forks, 4-speed, electric lighting, one careful owner; to-day's price about £190; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hempstead (Tube), N.W.5. Ham. 6041. (C1114)

## TRIUMPH

**H HARVEYS** for your new Triumph T20, T100, T110, 6T and Watsonian A10, Gold/Black.

**WE** sell, service and repair Triumph and so other make, by specialising we offer the finest Triumph service; part exchange and terms arranged.—Harveys, 47, South Lambeth Rd., S.W.8. nr. Vauxhall Station. Tel. 6661. (S1058/R)

**A WHITEYS OF ACTON**—Biggest dealers in the Home Counties for Triumphs; immediate delivery, h.p. exchanges.—273, Acton Vale, London, W.6. She. 5355. (C1122/R)

**FRED WARELL** offers:—

**1957 Triumph Speed Twin**, s/a/m, full-width hubs, maroon and chrome, low mileage, perfect condition; £139.—Fred Warell Motors, Ltd., 46-48, Chingford Mount Rd., Chingford, E.4. Larkwood 7330. (C1199)

# GLANFIELD LAWRENCE

**NORTH LONDON'S  
LEADING DEALERS**

A FINE  
SELECTION OF NEW and USED  
MOTOR CYCLES, etc.

**AT HIGHBURY**

**YOUR EXTRA SAFEGUARD  
6 MONTHS' GUARANTEE**  
on all used machines advertised

## NEW MOTORCYCLES AT REDUCED PRICES

	Old Price	Our Price
B.S.A. "Dandy" 75 c.c. Bendor	£79	£72 0
VEEPA, 150 c.c., blue, over borders	£172 17 6	£172 0
JAMES Comet, 98 c.c., 2-speed, footchange	£98 11 1	£95 0
B.S.A. D1, 125 c.c., battery lighting	£108 12 10	£99 10
B.S.A. D1, 125 c.c., direct lighting	£102 5 11	£99 10
B.S.A. D3, 150 c.c., dual seat, swinging arm	£113 10 6	£109 10
JAMES Commodore, 250 c.c. direct, s/a/m	£173 12 6	£159 10
ARIEL V.H. 350 c.c. dual seat, swinging arm	£234 4 2	£219 0
ROYAL ENFIELD, 350 c.c. "Clipper", dual seat, swinging arm	£193 5 0	£185 0

## NEW MACHINES FOR IMMEDIATE DELIVERY

TRIUMPH T10 Sports 450 c.c. Twin, 4 st., p. stand	£227 1 0
TRIUMPH 6T "Thunderbird" 500 c.c. Twin, prop. stand, dual seat	£360 17 4
TRIUMPH T20, 204 c.c. "Tiger Cub", popular 4-stroke lightweight	£152 6 8
B.S.A. A10, 500 c.c. s/a/m, huge, dual seat, etc.	£265 3 6
B.S.A. M1, 500 c.c. R.V., spring frame, s/a/m trim	£211 13 11
B.S.A. R1, 300 c.c., polychromatic green, dual seat, swinging arm	£232 14 10
B.S.A. C12, 250 c.c., dual seat, swinging arm	£167 7 5
B.S.A. D5, 175 c.c., dual seat, swinging arm	£157 4 11
ARIEL, PH 500 c.c. Twin Sports, red and black	£270 8 0
ARIEL PH 500 c.c. Twin, standard	£270 8 0
FRANCIS-BARNETT "Light Cruiser", 75 c.c.	£165 14 0
JAMES Cavalier, 175 c.c.	£149 16 0
JAMES Captain, 197 c.c.	£156 11 10

## THIS WEEK'S SPECIAL BARGAIN

1956 A.C. "Pette", 350 c.c. de Luxe model, spare wheel, flashing indicators, low mileage, first-class condition	£250 0 0
---	----------

## USED COMBINATIONS

1955 A.E. Mod. 28, 500 c.c. Twin with 1956 Watsonian A10 full-door single-seater saloon, excellent condition	£299 10
1956 B.S.A. A10, dual seat, spring frame, with Watsonian Bantam sidecar, on sprung shocks, brake	£299 10
1951 BORTON E22, 500 c.c., dual seat, spring frame, screens, with large two-seater sidecar, an immaculate outfit	£149 10
1952 B.S.A. 321, 600 c.c. R.V. with large Bantam, two-seater sidecar, a real snip!	£139 10

## RELIANT THREE-WHEELERS

**LONDON SOLE DISTRIBUTORS FOR ALL MODELS**—4-seater Hardtop Saloon, coupe, or 5 cwt. Van. All 45 annual road tax. Best for mileage. **SPARES and ACCESSORIES**—largest stock in England. Over the counter, or special C.O.D. service.

For customers outside London—our Mail Order Department will deal with your enquiry, and get your selected machine to you with a minimum of delay.  
Hire Purchase—Part Exchange—H.P. Instalment Insurance.

All departments open 9 a.m. to 6 p.m. Monday to Saturday.

**HIGHBURY**  
23-32 HIGHBURY CORNER, N.5

NORTH 2791 (Open 9-6 daily)

PORTSMOUTH • SWANSEA



## TRIUMPH

ROWLAND SMITH'S for Triumph.

NEW models in stock.

FREE tax and insurance with second-hand motor cycle.

1958 Triumph Thunderbird, 1956 model 650cc. spring frame combination, exceptional.

1958 Triumph Tiger 100, 1955, 500cc. exceptional, also 1953 model; terms, exchanges; best open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.2, Ham. 6041. [C1114]

MITCHELL ERSKINE, Kingsbury Circle.

£159—1954 Thunderbird, fitted brake wheel Avon in matching colour, immaculate condition. The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 (late) Triumph 6T Thunderbird, fitted with streamlined cowling, 3,000 miles only, finished black and cream, as new; £225.

1952 Triumph Tiger 100 and Jet 80 a/c in matching colour; £149.

1957 Tiger Cub, little used, as new; £109.—Bristol 6555. Terms and exchanges. [C1122]

1956 Triumph Tiger 110, excellent condition, new tyres; £169/10.

BANKS, 62-64, Grand Parade, H.A. Sta. 0567. [C1166]

HARRY NASH—1958 (July) T100, duo-tone, many extras, 103 mls., guaranteed, bought car; £242.

—New Thunderbird, T110, T100 and Cub actually in stock; cars or scooters exchanged; 24 mths. h.p. £135.—391, King St., Hammersmith, W.6. Riv. 2857-8. [C1090]

ARCHER OF ALDERSHOT for Triumph, etc., spare and service.—Victoria Rd., Tel. 523. [0605/R]

ALAN JEFFRIES for expert attention—120, Fairlie Rd., Shipley 54271. [C1067/R]

1954 Triumph 650 Tiger 110, excellent condition, s.s. panniers; £135.—Bal. 5931. [0411]

1953 5T, excellent. Monitors, panniers, tools, fully maintained; £129.—14, Victoria Rd., Bexley. [0433]

1957 Triumph T110, Steib 501 a/c, hydraulic brake, extras, 6,600 miles only, immaculate.

£89 o.n.o.—Triumph Tiger 100, 1953, twin carbs, sprung.—"Holdswell", Ringwood Rd., Burscough 416. [0417]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock—Goldsworth Rd., Woking 4900. [0023/R]

1957 300 ccy T20C, unmarked; £109.—Pankhurst, 514, King St., Hammersmith; open 9 p.m. every week-day. Riv. 1401. [C1136]

1953 Speed Twin, perfect, extras; £100; h.p. if desired.—187, Longfield Lane, Chestnut, Herts. [0430]

1954 Triumph Speed Twin, excellent, tagged, insured; £125 o.n.o.—Crampton, 8, Rosebery Close, Morden, Surrey. [0412]

LIGHTFOOT MOTOR CYCLES for your new Triumph—165, High St., Putters Bar, Middlesex. Potters Bar 5129. [C1198/R]

CALL and inspect our outstanding bargains or send for list—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1018]

LOCKMERE OF HEADEN!!! for your new Triumph: S terms and exchanges—289-271, Headen Lane, N.W.10, Gladstone 355 (8 lines). [C1115]

COMERFORDS for Triumph and 1,000 other machines; lowest possible h.p. terms.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1008]

JOHN BURTRES for your Triumph, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent, Spring Park 5700. [C1145]

HARWOODS OF RICHMOND—New 1958 Cub and 6T in stock; 1956 T100, £175.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045, 1/4 min. station. [C1090/R]

J. J. DOUBLE (MOTOR CYCLE), Ltd., 1956 Triumph agents; terms, spare, service, repairs—509-511, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges, h.p.; insurance while you wait.—97, High St., Street, Som. Tel. Street 553. [0580/R]

MUNDAYS, immediate delivery at the moment of T20 Tiger Cub, T110 and 6T Thunderbird; exchanges, terms.—124, Dalbury Rd., Brixton, S.W.2, Riv. 5365. [C1107/R]

## TRIUMPH WANTED

GEORGE CLARKE pay most for Triumph.—278, Brixton Hill, S.W.2, Tolson Hill 3311. [W1049]

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., London, N.W.3, Ham. 6041. [W1114/R]

SMITH'S, 85, Chalk Farm Rd., N.W.1, want Triumphs.—Chd. 2707. [0070/R]

PRIDE &amp; CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9, Tel. Brixton 0251. [W1029/R]

CLAUDE RYE urgently require all models, get car price first; h.p. accounts settled; we pay carriage.—391-921, Fulham Rd., S.W.6, Ren. 6174. [W1106/R]

## NO LIMIT

ON  
SIZE  
ORWEIGHT When  
you use our

TRIUMPH

24-HOUR C.O.D.  
SPARES SERVICE

Now, anything from a nut to a complete engine. Send today for free exchange scheme leaflet and supply of pre-paid Mail Order cards.

If it's listed—  
WE STOCK IT!

Head Office and Mail Order

STROUD, GLOS.

Phone 1273/4

BIRMINGHAM CEN: 5838

ROSS-ON-WYE ROSS: 2090

EVESHAM EVE: 6054

## TRIUMPH WANTED

WE pay £10 more for Triumph; h.p. accounts settled, cash balance immediately, we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 9 p.m., 6 days. Sunday 11 a.m. until 5 p.m. Tel. Reading 2257. [W1039]

## TRIUMPH SPARE PARTS

HARVEYS, 100% spares stockists.

HARVEYS stock Triumph spares down to the last nut and bolt; also Lucas, Amal, B.F.H. 507; spares by return c.o.d.; specialised repair service for Triumphs only.—47, South Lambeth Rd., S.W.9, Ren. 6661. [0114/R]

H. &amp; L. MOTORS, Ltd. offer:—

21 years of Triumph Service.

"If it's listed we stock it." Spares and exchange units for all models, 1957 to 1958.

24-hour c.o.d. postal service.

QUOTATIONS and free lists with pleasure.

H. &amp; L. MOTORS, Ltd., Stroud, Glos. Stroud 1273-4-5. [0495/R]

HARWOODS OF RICHMOND, Ltd.—100% Triumph spares stockists; 1/2 min. 360.—Ric. 2045. [01060/R]

GLANFIELD LAWRENCE, Triumph spares stockists.—407, High Rd., N. Finchley, N.12, Fin. 0291. [01044/R]

WHITBY OF ACTON—All Triumph, Lucas, Amal spares.—263, Acton Vale, London, W.3, She. 6765. [01128/R]

S. A. COLES for largest stocks post-war Triumph spares, c.o.d.—564, High Rd., E.10, Ley. 7171. [01017/R]

JIM ALVES for 100% spares service, parts, by return, c.o.d.—97, High St., Street, Som. Tel. Street 553. [0421/R]

BILLY BRIGGS, Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Balford, 3, Bala. 1354. [0450/R]

HOB STREET GARAGE, Ltd.—Triumph, B.T.H., S.B. spares; center, c.o.d.—414, Hoe St., Walsol. N.17, Tel. Cop. 1710. [0078]

CLAUDE RYE, Ltd., Triumph specialists.—Comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [01105/R]

CLAUDE RYE, Ltd.—Large stocks of spares, including ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [01105 1/R]

ELEANOR MOTORS—Triumph spares, trade supplied, quotation cash or c.o.d. by return.—265-3, Mare St., Hackney, E.8, Ambrose 5134/3923. [0316]

GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists; c.o.d.; immediate attention.—156, Archway Rd., Highgate, N.6, Fitzroy 1666. [01055/R]

F. FREEMAN, Ltd.—100% Triumph spares stockists; c.o.d.; immediate delivery.—94, Hammersmith Bridge Rd., W.6, Tel. Riverside 2267. [0584/R]

PULLINS MOTOR CYCLES—Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12.—84, Lonsdale Lane, S.E.22, For. 2314. [0512/R]

MOORES OF TOTTENHAM for genuine Triumph spares; over the counter or c.o.d.—Tel. Tottenham 2440. [0157/R]

KAYS OF EALING, Ltd., Triumph spares parts stockists. Trade supplied, quotations or c.o.d. by return.—9-10, Bond St., Ealing, W.5, Eal. 2807. [01075/R]

LIGHTFOOT MOTOR CYCLES for Triumph spares and repairs; exchange parts service; s.s. list.—163, High St., Putters Bar, Middlesex. Potters Bar 5129. [01198/R]

PUTNEY AUTOS—Genuine spares for post-war models.—24hr. c.o.d. service; tremendous range in stock.—363, Putney Bridge Rd., S.W.15, Putney 6587. [01130/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garra Lane, Tooting Broadway, S.W.17, Balham 1200. Vast range of Triumph spares. Call or send c.o.d. [01169/R]

BRACKFOLDS—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2569. Call or write 228, Stansfield Rd., Forest Hill, S.E.23. [0502/R]

GODFREY'S, Ltd., Triumph spares specialists; c.o.d.—226-236, London Rd., Croydon, Croy. 5641-5, 208, Great Portland St., W.1, Bus. 4632-4; and 419, Romford Rd., Forest Gate, E.7, Ora. 1234-5; 220, Harking Rd., East Ham, Gra. 5088. [01052/R]

## VELOCETTE

VELOCETTE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28, Tel. Springfield 1145. [0170/R]

ROWLAND SMITH'S for Velocette.

ALL models supplied.

FREE tax and insurance with second-hand motor cycle.

79 cc.—Velocette twin, 1954, 1956, excellent condition.—See below.

39 cc.—Velocette twin, 1954, 1956, extras, very good condition; terms, exchanges; best open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [C1114]

BUY with safety from the specialist!—Geo. Dodkin offers:—

1955 LE, excellent throughout; £30.

1956 LE, blue/grey, really exceptional; £100; and many others; terms, etc.—28, Queens Rd., Mortlake, S.W.14, Fulgast 6778. [C1006]

# ELITE

## MOTORS (TOOTING) LTD.

### 200 SCOOTERS MOPEDS & 3-WHEELERS

One-Third Deposit 24 Months to Pay

- Exchange your Car, Motorcycle or 3-Wheeler
- Tax and Insurance included in Terms
- Free Tuition and Demonstrations

SCOOTERS AND MOPEDS	Cash Price
LANBRETTE, 1957, 175 c.c., with pillion seat, carrier, windshield colour red and grey, tassels, etc.	£70
LANBRETTE, 1957, 180 c.c., with pillion seat, rear carrier, windshield etc., blue and grey, Model D.	£80
DOUGLAS, 1956, 125 c.c. Vespa 4212 with dual seat, windshield, spare wheel and rear carrier.	£90
ZUNDAPP, 1955, 150 c.c. Bella, 4-speed gears, rear carrier, windshield colour light blue.	£90
LANBRETTE, 1955, 150 c.c. LD with rear carrier, spare wheel and windshield, colour blue and grey.	£90
LANBRETTE, 1956, 150 c.c. LD with pillion seat, rear carrier, windshield, spare wheel, etc.	£100
LANBRETTE, 1957, 125 c.c. LD with pillion seat, rear carrier, windshield and spare wheel.	£100
DOUGLAS, 1957, 125 c.c. Ultra, complete with windshield, carrier, spare wheel, front pillion bag.	£110

### HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit balance payable over 12, 18 or 24 months

VESPA, 1956 (Sept.), 150 c.c. Gran Sports, 4-speed gears, low mileage, colour silver grey.	£110
LANBRETTE, 1957, LD Mk. II with pillion seat, windshield, carrier, spare wheel. Choice of four.	£120
M.S.V., 1956, Puma 150 c.c. 2 speed, with windshield, carrier, spare wheel and electric starter.	£130
ZUNDAPP, 1956, Bella 200 c.c. 4 speed, dual seat, windshield, carrier, electric starter, red.	£130
LANBRETTE, 1957, Bella 150 c.c. 4 speed, dual seat, windshield, carrier, electric starter.	£145
M.S.V., 1957, Puma 150 c.c. 2 speed, with pillion seat, windshield, carrier, electric starter.	£140
ZUNDAPP, 1957, Bella 200 c.c. 4 speed, with dual seat, windshield, etc., electric starter.	£140
DATTON, 1957, Atlas 225 c.c. 4 speed, with dual seat, windshield, carrier, etc., colour black.	£140
DURKOPF, 1956, Atlas 200 c.c. 4 speed, pillion seat, windshield, electric starter and kick starter.	£150
D.K.B., 1956, Indiant 200 c.c. 4 speed, dual seat, electric starter, carrier, only 1,900 miles.	£160
T.W.H., 1957, Constant 200 c.c. 4 speed, dual seat, windshield, rear carrier and spare wheel.	£160
DURKOPF, 1956, Atlas 200 c.c. 4 speed, with rear carrier, electric starter, etc., colour maroon.	£170

### COMBINATIONS AND MINICARS

LANBRETTE, 1957, 150 c.c. LD Mk. III, with pillion seat, windshield, with Canterbury Demon saddle.	£170
LANBRETTE, 1958, 150 c.c. LD Mk. III, pillion seat, windshield, with Surrey Rambler, low mileage.	£170

# 300 NEW

## MOTORCYCLES • SCOOTERS

### MINICARS

Every Leading make in stock for immediate delivery

ZUNDAPP, 1957, 150 c.c. Bella, 4 speed, with Surrey Rambler saddle, colour all maroon.	£180
B.N.W., 1956, Indiant 200 c.c. O.H.V., Cabin Scooter, 4 speed and reverse, spare wheel, bumpers, etc.	£250

### AND MANY OTHERS

\* See our adjoining columns for full details of New Models and Mail Order.

# ELITE

## MOTORS

(TOOTING) LTD. Phone: BAL 1200 (20 lines)  
953-965, GARRATT LANE, S.W.17.  
490 yards TOOTING BROADWAY Tube.

Open MONDAY to SATURDAY, 9 a.m. to 7 p.m.

### VELOCETTE

THE largest selection of used Velocettes in London.

L. STEVENS, Ltd., offer:—

£20.—1949 150cc LE, needs attention.

£49.—10.—Very clean 1948 K88 MAC, tele forks, new rear tyre, very quiet motor, panniers, screen, no oil leak.

£65.—1953 MAC alloy motor, rigid frame.

£75.—1948 M88, fitted large Watsonian single-seat, saloon on V8H chassis, latest pattern Velo tele forks and head lamp.

£109.—10.—1954 springer MAC, taxed for the year, very quiet motor.

£119.—10.—1955 springer MAC, only one careful owner who has now bought car.

COMING in on Saturday, immaculate one owner 1956 L.

WANTED, 1955 and later LEs.

ANY of the above machines on h.p.

ALMOST anything taken in part exchange.

NEW Venoms, Vipers, MACs, LEs and Vallants for immediate delivery.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherds Bush 1154-5.

GODFREY'S, Ltd., all models, all depots; see display advertisement.

HUMPHREYS—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1 (Continuation Tottenham Court Rd.) Euston 3526.

Close Thursday 3 p.m.

1958 350 ohv MAC, one owner, as new: £109—open 9 p.m. every week-day, Fri. 1401.

A. H. TOOLEY, Velocette specialists, Station Garage, Ave. S.E.12. (opposite Lee Station). Tel. Lee 2574.

CALL and inspect our outstanding bargains or send for list.—K. S. Motors, Ltd., 325, High Rd., Chiswick, W.4.

LITTLEJOHN'S, main dealer, machines, spares; terms, exchanges.—3, Rutland Rd., Greenford, Wexlow 3255.

WHITBY'S—Velocette enthusiasts: new and second-hand.—273, Acton Vale, London, W.3. Shep. Bush 5555.

COMERFORDS for Velocette: all models in stock for immediate delivery; 1,000 machines in stock—Purvis Road, Thames Ditton, Emb. 5531.

SLOOMBERG OF NEASDEN: for your new Velocette, terms, any exchanges.—259-271, Gladstone Lane, N.W.10. Gladstone 3355-8 lines.

PINKS OF HARROW for your new Velocette: immediate delivery Venom, Valiant and LE; generous exchanges, easiest terms.

PINKS OF HARROW for used Velocettes: first-class machines, thoroughly works-checked: three months' guarantee.—Station Rd., Harrow, Tel. 0044.

RAPID MOTORS for all models and spares.—369, Haydon Rd., Wimbledon, Cherrywood 3202 and 70, Goodstone Rd., Whyteleafe, Surrey. Uplands 0895.

1958 Valiant twin de luxe, safety bars, chrome tank, only 1,200 miles, as new: £152 10s.

part exchange and hire purchase welcome.—Reg Smith (Motor Cycles), Ltd., New Road, Dagenham, Essex. Dominion 0131.

### VELOCETTE WANTED

R ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041.

SPOT cash for low-mileage Venom, Valiant or late LE.—Prospect 8779.

WANTED privately: 1955-6 Velocette MAC 350cc, in or near London area, first class cond., essential, pref. low mileage, payment in cash; no dealers.—Taberner 17, North Gdns., S.W.19. Lib. 5962.

WE pay £10 more for Velocette: H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2257.

### VELOCETTE SPARE PARTS

ARCHERS, the Velo Fels, for spares and service.—Victoria Rd., Aldershot, Tel. 523.

HUMPHREYS for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m.

C.O.D. 24 hours service, huge stocks of spares, all models.—Rapid 259-271, Haydon Rd., London, S.W.19. Cherrywood 3202-3.

O'NEILL BROS., Ltd.—Large stocks of spares, also B.T.H., Miller, Amal, full postal service; trade supplied.—The Broadway, N.W.3. Hendon 5629.

GODFREY'S, Ltd., Velocette spares stockists; c.o.d.—P 226-234, London Rd., Croydon, Cro. 3641 and 220, Barking Rd., E.6. Gra. 8088.

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387.

PREMIER.—Largest Velocette spares stock in the country, all models; 24-hr. c.o.d. service.—Premier Motor Co., Aston Rd., Bham. 6. Aston Cross 4291.

STUCK for a Velo part?—Have you tried Stevens, the country's largest stockists? Write, phone or call and we'll help you immediately; it's not often that we're beaten; same day c.o.d. service—just say what you want and pay the postman when he comes.

STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5.

# ELITE

## MOTORS (TOOTING) LTD.

### 1,000 MOTOR CYCLES and COMBINATIONS

NEW HUDSON, 1954, Autocycle, 98 c.c., Inglefield, Clean	£10
JAMES, 1950, Comet, 98 c.c., 2-speed, safety bars, Inglefield	£25
PANTHER, 1954, Model 75, 250 c.c. O.H.V., 4-speed, 4-wheel, etc.	£25
B.N.W., 1952, Rantam, 125 c.c., 3-speed, pillion and rear...	£25
NEW HUDSON, 1955, Autocycle, 98 c.c., As new condition...	£25
M.E.U., 1957, Quickly, 50 c.c., 2-speed, Choice of etc.	£25
ERIDAPP, 1957, Combustor, 50 c.c., 2-speed, sgr., 1401	£25
LANBRETTE, 1957, Moped, 48 c.c., 2-speed, with Inglefield	£25
B.N.W., 1954, Rantam, 125 c.c., d. seat, windshield, etc.	£25
TRIUMPH, 1948, TT, 250 c.c. O.H.V. Twin, 4-speed, 4-wheel...	£25
JAMES, 1954, Cadet, 120 c.c. Villiers, alarm, spring frame...	£25
B.N.W., 1947, Model R31, 500 c.c. O.H.V. Trial machine...	£25
HORTON, 1950, Big 4, 500 c.c. S.V., teles, pillion...	£25
B.N.W., 1954, Model C101, 200 c.c., sgr., Choice of two...	£25
TRIUMPH, 1954, Terrier, 150 c.c. O.H.V., 4-speed, 1401	£25
DOT, 1954, Model TDH3, 197 c.c., alarm, in scramble trim	£25
F. JARRETT, 1956, Flyer, 180 c.c. Villiers, alarm. As new	£25
HORTON, 1951, Big 4, 500 c.c. S.V., d. seat, etc.	£25
JAMES, 1957, Cadet, 150 c.c., alarm, sgr., twin seat...	£25
ARIEL, 1951, Model VB, 600 c.c. S.V., sgr., with d. seat...	£25

### HIRE PURCHASE TERMS

All machines listed here are for 1/3 Deposit, balance payable over 12, 18 or 24 months.

TRIUMPH, 1955, Tiger Cub, 200 c.c. O.H.V., lightweight apt.	£70
HORTON, 1952, Big 4, 500 c.c. S.V., Ideal score machine...	£70
TRIUMPH, 1950, Speed Twin, 250 c.c., sgr./hull, d. seat, etc.	£70
MATCHLESS, 1953, Model G31A, 350 c.c., sgr., d. seat...	£70
ZUNDAPP, 1955, Model 2008, alarm, sgr., 4-speed, Clean	£70
JAMES, 1957, Captain, 197 c.c., 4-speed, sgr.	£70
F. JARRETT, 1956, Cruiser 75, 225 c.c. Villiers, Inglefield...	£70
TRIUMPH, 1953, Tiger 100 Sports Twin, alloy motor, sgr./hull	£70
A.J.S., 1956, Model 16W, 250 c.c. O.H.V., full-width hull...	£70
ARIEL, 1955, Red Hunter, 350 c.c. O.H.V., sgr., 1401	£70
B.N.W., 1957, Model C12, 200 c.c. O.H.V., alarm, 2,000 miles	£70
HORTON, 1954, Dominator, 500 c.c. de Luxe Twin, Choice 2	£70
F. JARRETT, 1957, Cruiser 80, 280 c.c. ABC, spotless model	£70
B.N.W., 1954, Golden Flash, 650 c.c. Twin, sgr. gear...	£70
B.N.W., 1954, Model A7, 500 c.c., alarm Twin. One owner...	£70
MATCHLESS, 1956, Model G31A, 350 c.c. O.H.V., panners etc.	£70
TRIUMPH, 1953, Tiger 110, 650 c.c. Sports Twin, Spotless	£70
N.E.U., 1955, Max, 250 c.c. O.H.C. Sports. Condition as new	£70
VELOCETTE, 1956, M88, 500 c.c. O.H.V., d. seat, colour beige	£70
PANTHER, 1955, Model 100, 600 c.c. O.H.V., sgr., d. seat	£70
HORTON, 1955, Dominator, 500 c.c. de Luxe Twin, Avon fairs	£70
B.N.W., 1955, Gold Star, 500 c.c. Clubman, rev. counter, etc.	£70
R. ENFIELD, 1957, Crusader, 550 c.c. O.H.V., low mileage...	£70
TRIUMPH, 1956, Thunderbird, 650 c.c., alarm, Super cond	£70
ARIEL, 1957, Huntmaster, 650 c.c. Twin, sgr. gear. As new	£70
TRIUMPH, 1956, Trophy T12, small tank. Exceptional model	£70
HORTON, 1956, Dominator Twin, Model 98, 7,000 miles only	£70
A.J.S., 1957, Golden Flash, 650 c.c. Twin, black, screen...	£70
A.J.S., 1957, Model 20, 600 c.c. Twin, one owner. Spotless...	£70
TRIUMPH, 1957, Thunderbird, 650 c.c., alarm, with fairs	£70
B.N.W., 1955, Gold Star, 500 c.c. Clubman, alloy rims...	£70
A.J.S., 1958, Model 16MS, 350 c.c., fitted Avon streamliner...	£70
TRIUMPH, 1957, Tiger 110 Sports Twin, in blue and cream...	£70
HORTON, 1956, Model 60 Twin, Super cond as new...	£70
TRIUMPH, 1957, International, 500 c.c. O.H.C. Wonderful model	£70
ARIEL, 1957, Big 4, 500 c.c., in black, sgr. gear...	£70

### COMBINATIONS

B.N.W., 1951, Model M21, 600 c.c. S.V., with Swallow Horned	£190
B.N.W., 1952, Golden Flash, 650 c.c. Twin, sgr., with Swallow	£190
Comet child-adult saloon sgr.	£190
B.N.W., 1954, Model M32, 500 c.c. O.H.V. 4-speed, and fitted	£190
with Swallow Commando single-seater sgr.	£190
DOT, 1955, Model TDH3-47, fitted with 700 Amal Twin	£190
TRIUMPH, 1955, Thunderbird, 650 c.c. Twin, alarm with	£190
Canterbury Conqueror double-adult saloon sgr.	£190
ARIEL, 1956, Huntmaster, 650 c.c. Twin, fitted with Wis-	£190
consin Ascot sgr. with spring wheel and brake	£190

### AND MANY OTHERS

● PART EXCHANGE YOUR CAR, MOTOR CYCLE, SCOOTER OR 3-WHEELER

● WE GUARANTEE AFTER SALES SERVICE

### MAIL ORDER COUPON

Our renowned Postal Dept. will send you a complete list of our 1,000 Bargains. Post Coupon today. (3 secures any machine.

NAME.....

ADDRESS.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....





# CLAUDE RYE LTD

## THE SCOOTER PEOPLE

### FOR ALL THE SEASON'S LATEST SCOOTERS, MOPEDS & BUBBLE CARS

We have the finest selection of all the latest models actually in stock for IMMEDIATE DELIVERY, in an exciting range of the season's latest shades, and we shall be only too pleased to arrange a FREE DEMONSTRATION. Unequaled after-sales service. Convenient terms for any period up to 24 months arranged. No fuss, delay or irritating enquiries. Ride away on the spot, fully taxed and insured. Super allowance on your Car, Motor Cycle, Three-Wheeler or Scooter in part exchange.

IF YOU CANNOT CALL, ORDER BY POST.  
Free Driving Tuition gladly given.

#### SCOOTERS

ALBATROSS, B.S.A., BELLA, BSA, BOWD, DIANA, D.E.R., DINKLEY, D.K.W., EXCELSIOR, H.O. JAWA, LAMBERTA, MAHON, NSU, PANILLA, PIATTI, T.W.S., VICTORIA, VIMPA, WAGO.

#### MOPEDS

BOWE, HINETTA, KECHEMATA, KEXERS, MERCURY, NORMAN, LOPFARD, NSU QUICKLY, VICTORIA, ZUNDAPP, COMBENITE.

#### BUBBLE CARS AND LIGHT CARS

A.E. PRITTE, BOWD MINICAR, NIKKOR, NIKKORSHINITY, MELLART, GOSBORNE, ISETTA and COMBET.

895-921 FULHAM RD. LONDON S.W.6

RENEWAL 6174 (20 lines)

8.30-6 daily Thurs 1 p.m.

Nearest Station: Putney Bridge. No. 14 Bus passes the door.  
North London Branch: 183-187 High Rd., S. Tottenham, N.15  
Stamford Hill 23-40. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

### MORE VALUE FOR YOUR MONEY...

### THE FINEST SELECTION OF MOTORCYCLES, SCOOTERS & MOPEDS NEW AND SECONDHAND IN NORTH LONDON

#### GUARANTEED SECOND-HAND BARGAINS

B.S.A. 1957, 250 c.c. C12, alarm, dual, screen, etc.	£129 10
B.S.A. 1956, 250 c.c. C12, alarm, dual, 1 owner, as new	£134 10
B.S.A. 1954, 350 c.c. R31, alarm, dual seat, carrier	£119 10
B.S.A. 1953, 350 c.c. R33, s.p., dual seat	£87 10
B.S.A. 1954, 620 c.c. A10, alarm, dual seat, panniers	£144 10
DOUGLAS 1957, 280 c.c. Dragonfly, 4,500 miles, 1 owner	£135 10
ENFIELD 1953A, 150 c.c. Rapier, 5,000 miles	£46 10
FRANCIS-BARNETT, 1957, 250 c.c. Crusier, alarm, dual	£139 10
INDIAN 1954, 350 c.c. Alarm, dual, 1 owner	£72 10
JAMES 1957, 150 c.c. Carlet, alarm, dual, 1 owner	£29 10
JAMES 1956, 187 c.c. Captain, alarm, dual	£96 10
TRIUMPH 1954, 150 c.c. Tardis s.p., dual seat	£69 10
TRIUMPH 1954, 184 c.c. Tiger Cub, s.p., dual seat	£86 10

Also really good selection of second-hand scooters and mopeds in all the leading makes.

Large and varied stock of new motorcycles, mopeds and mopeds for immediate, same day delivery, either for cash or on H.P. terms.

#### DEPOSIT 1/3rd CASH PRICE

IMMEDIATE DELIVERY TERMS UP TO 24 MONTHS  
H.P. ACCOUNTS SETTLED  
SUPER ALLOWANCE ON YOUR OWN MACHINE  
TAX AND INSURANCE CAN BE INCLUDED IN TERMS

# CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

183-187 HIGH ROAD  
S. TOTTENHAM, N.15

Stamford Hill 23-40. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

#### VINCENT

245 c.c.—Vincent, August, 1954, 980cc Shadow combination, Garrard sports, exceptional; terms. exchanges.—Rowland Smith, Below.  
195 c.c.—Vincent, December, 1952, 980cc Shadow combination, excellent condition; choice 4 Vincent combs; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.

CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1081]

DEEPROSE BROS., Ltd., England's fastest Vincent c.o.d. service, complete stock of post-war spares, 178-184, Brownhill Rd., Catford, S.E.6. M18. 9665. [C1012]

#### VINCENT WANTED

ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London. M.W.3. Ham. 6041. [W1114/R]

VINCENTS. Vincents. Vincents.

WE want to buy Vincents! Bring them to:—

UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renewal 5759. [0158/R]

GEORGE CLARKE pay most for Vincents.—278, Eriston Hill, S.W.3. Tulse Hill 3811. [W1019]

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3526. Close Thursday 1 p.m. [W1058/R]

POST Vincents urgently wanted for cash.—Rose Motors, Ltd., Regent St., Hinkley, Leics. 470. Hinkley 598. [0054/H]

A. E. REYNOLDS, Ltd., urgently require good clean Vincents, sales and combinations, hire purchase settled.—Berry St., Liverpool. [W106/R]

CONWAY MOTORS.—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—

D. Riverside 4872-3, 501-509, Goldhawk Rd., W.12. [W1021/R]

WE pay £10 more for Vincent; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Chesham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2257. [W1039]

#### VINCENT SPARE PARTS

A. E. REYNOLDS, Ltd., offer by return, Vincent spares service.—Berry St., Liverpool (Royal 1475). [81106/R]

MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stocked and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0829. [0131/R]

HUMPHREYS, Vincent spares stockists and distributors for North London: c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6536. [81058/R]

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2. Tel. (Spares) Riverside 5759. [81021/R]

ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders: c.o.d. if desired.—Ross Motors, Ltd., 15, Stockwell Head, Hinkley, Leics. Spares: Tel. Hinkley 541 and 556. [0142/R]

#### ZUNDAPP

COMERFORDS for Zundapp Combenite and Bella.—Portsmouth Rd., Thames Ditton. [C1006]

WATKINSON MOTORS for immediate delivery; usual terms.—Stockwell Rd., S.W.9. Bri. 2839. [C1174/R]

CLAUDE RYE.—Immediate delivery Zundapp 2018; terms.—895-921, Fulham Rd., London. S.W.6. Renewal 6174. [C1105/R]

#### ZUNDAPP BELLA

GODFREYS, Ltd., appointed dealers all depots.—See display advertisement. [C1062/R]

GIFFS OF SOUTH HARROW.—Immediate delivery, part exchange welcome.—360, Northold Rd., Bri. 2484. [C1062/R]

CALL and inspect our outstanding bargains or send for list.—E. S. Motors, Ltd., 325, High Rd., Chiswick, W.4. [C1081]

CLAUDE RYE.—Immediate delivery new Zundapp Bellas; choice of colour; terms.—895-921, Fulham Rd., S.W.6. Renewal 6174. [C1105/R]

ZUNDAPP Bella, 1957, 150cc, 2,700 miles, extras, immaculate; £135.—A. Walker, 35, Heath Ave., Bexleyheath, Kent. [8456]

SLOMBORG OF NEASDEN!!! for your new Zundapp Bella, terms and exchanges.—236-271, Neasden Lane, N.W.10. Oladstone 3355-8 lines. [C1115]

WATKINSON MOTORS.—All models positively in stock; choice of colour; free tuition; exchanges welcomed; usual terms.—Stockwell Rd., S.W.9. Bri. 2839. [C1174/R]

115 c.c.—Zundapp Bella, 1957, 148cc Scooter, 4 speeds, electric starter, extras, small mileage, cost about £200; terms, exchanges.—Rowland Smith, Below. [C1114]

95 c.c.—Zundapp Bella, 1955 model, 200cc Scooter, 4 speeds, exceptional; cost about £200; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

ELITE MOTORS for your new Bella, every model for immediate delivery, extras, accessories and service.—951-961, Garrard Lane, Tooting Broadway, S.W.17. Balham 1200. [C1109/H]

# CLAUDE RYE LTD

## THE MOTOR CYCLE PEOPLE

### FOR IMMEDIATE OR EARLY DELIVERY OF THE FASCINATING NEW

#### ARIEL

### "LEADER"



### 250c.c. TWO STROKE TWIN

With the latest styling including fully enclosed engine, unsurpassed weather protection and many other unusual features.

TERMS UP TO 24 MONTHS

CASH PRICE £209.11.7

Super allowance on your own machine

## MARVELLOUS RANGE OF THE NEW SEASON'S MOTORCYCLES & SIDECARS

We have the finest selection of all the latest models actually in stock for IMMEDIATE DELIVERY, in an exciting range of the season's latest shades, and we shall be only too pleased to arrange a FREE DEMONSTRATION. Unequaled after-sales service. Convenient terms for any period up to 24 months arranged. No fuss, delay or irritating enquiries. Ride away on the spot, fully taxed and insured. Super allowance on your Car, Motorcycle, Three-wheeler or Scooter in part exchange.

IF YOU CANNOT CALL, ORDER BY POST.

Free Driving Tuition gladly given.

#### MOTORCYCLES

A.J.S., ARIEL, AMBASSADOR, B.S.A., ENFIELD, EXCELSIOR, FRANCIS-BARNETT, JAMES, MATCHLESS, NORMAN, NSU, MAX, PANTHER, SUNBEAM, VELOCETTE, ZUNDAPP.

#### SIDECARS

BLACKNELL, B.S.A., BUSHAR, CANTERBURY, GARRARD, NORTON, SWALLOW, SURREY, RANKIN, SUNBEAM AND WATSONIAN

Write for Latest of Machine in which you are interested.

895-921 FULHAM RD. LONDON S.W.6

RENEWAL 6174 (20 lines)

8.30-6 daily Thurs 1 p.m.

(Nearest Station: Putney Bridge. No. 14 bus passes the door.)  
North London Branch: 183-187 High Rd., S. Tottenham, N.15  
Stamford Hill 23-40. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

**AT  
237  
BRIXTON  
HILL  
SW.2.**

**PRIDE & CLARKE offer**

**SUPERS COLLECTION CAR & MOTORCYCLE  
BARGAINS**

**HIGHEST  
EXCHANGES BIKES for CARS**

**SOLOS**

58 MATCHLESS, 500 c.c. GL Twin, s/arm	£229 10
59 B.S.A., 500 c.c. A7 springer	£149 10
60 B.S.A., 500 c.c. O.H.V. B.31 springer	£139 10
61 ARIEL, 350 c.c. springer	£139 10
62 MATCHLESS, 350 c.c. O.H.V. G318	£139 10
63 ZUNDAPP BELLA, 250 c.c. LDB	£139 10
64 LAMBRETTA, 150 c.c. LDB	£89 10
65 TRIUMPH Tervier, 150 c.c. springer	£59 10
66 ROYAL ENFIELD, 350 c.c. Model D	£59 10

**COMBINATIONS**

67 ARIEL, 550 c.c. Hummaster Twin, fitted Watsonian s/arm, s/arm	£289 10
68 ARIEL, Square 4, fitted 36 Canterbury D/A saloon s/arm	£259 10
69 TRIUMPH, 550 c.c., fitted 36 Watsonian saloon single water pump	£249 10
70 B.S.A. Golden Flash, fitted Watsonian Sports saloon s/arm	£229 10
71 B.S.A., 500 c.c. M.21, fitted Canterbury C/A full door saloon s/arm	£199 10
72 PANTHER, 500 c.c. O.H.V., fitted Garrard single water pump s/arm	£109 10
73 B.S.A., 500 c.c. O.H.V., fitted C/Borg s/arm, sal s/arm	£99 10
74 HORTON, 500 c.c. O.H.V., fitted Wals C/A sal s/arm	£59 10

**HIGHEST  
EXCHANGES CARS for BIKES**

**CARS**

75 AUSTIN A30 4-door saloon, heater	£499
76 AUSTIN A30 2-door saloon, heater, 1 owner	£399
77 AUSTIN A30 de Luxe saloon, 1 owner	£479
78 AUSTIN A30 Countryman, excellent condition	£429
79 AUSTIN A30 saloon, heater, low mileage	£379
80 FORD Anglia saloon, heater, 14,000 miles	£429
81 FORD Popular saloon, extra, reconditioned engine	£279
82 FORD Consul saloon, heater, 1 owner	£459
83 FORD Prefect saloon, new engine	£399
84 FORD Prefect saloon, eng. eng.	£239
85 MORRIS Minor 2-door de Luxe saloon, 1 owner	£429
86 MORRIS Minor 4-door de Luxe saloon, 14,000 miles	£449
87 MORRIS Minor 2-door de Luxe saloon, heater	£429
88 STANDARD 10 de Luxe saloon, heater, 1 owner	£429
89 STANDARD 8 saloon, heater, 1 owner	£429
90 STANDARD 14 saloon, new engine	£199
91 VAUXHALL Cresta saloon, radio and heater	£549
92 VAUXHALL Wyvern saloon, heater	£529
93 B.E.W. Ietta, 500	£299
94 B.E.W. Ietta, 350	£259

**NEW CARS and VANS**

Austin, Ford, Morris, M.G., Metropolitan, Riley, Singer, Standard, Wolseley for immediate or early delivery.

**EXCHANGES ANY MAKE OR MODEL**

**3 MONTHS' GUARANTEE ON USED CARS**

**H.P. & G. SETTLED**

**BARGAIN LIST & CATALOGUES FREE**

**PHONE, CALL OR—**

**USE THIS TIME SAVER**

I am interested in a.....

I have for exchange a 19.....

Make.....

For which I must have £.....

NAME.....

ADDRESS.....

**PRIDE & CLARKE LTD**

237 BRIXTON HILL SW2 TEL 3664-5

HOURS OF BUSINESS 9 a.m. - 6 p.m.

**ZUNDAPP BELLA WANTED**

GEORGE CLARKE pay most for Bellas.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**MOTOR CYCLES MISCELLANEOUS**

**HUMPHREYS.**  
**HUMPHREYS.**—New 1958 models, delivery from stock most leading makes; also a few new 1957 models still available at reduced prices.  
**HUMPHREYS.**—1953 N.S.U. Quickly Standard, low mileage. £49.  
**HUMPHREYS.**—1956 Maico-Mobil 200cc scooter, mileage 500, as new. £182.  
**HUMPHREYS.**—1956 Ariel 200 Colt, excellent condition. £112.  
**HUMPHREYS.**—1957 Peugeot 150cc scooter, spare wheel, carrier. £125.  
**HUMPHREYS.**—1957 Velocette 350 Viper, exceptional condition. £185.  
**HUMPHREYS.**—1956 B.S.A. B31, swinging arm, Avon 14, superb condition. £139.  
**HUMPHREYS.**—1957 Lambretta LDB 150, £129; another 1956, £105.  
**HUMPHREYS.**—1956 Norton Dominator 90, excellent condition. £199.  
**HUMPHREYS.**—1956 Zundapp Bella 200, carrier, screen. £149.  
**HUMPHREYS.**—1955 B.S.A. Bantam Major, screen, dual seat, etc. £65.  
**HUMPHREYS.**—1955 B.S.A. A10, black, swinging arm, dual seat. £155.  
**HUMPHREYS.**—1954 Triumph Tiger 100, s/a, panniers, super condition. £150.  
**HUMPHREYS.**—1954 Vespa 125cc, screen, spare wheel, excellent condition. £79.  
**HUMPHREYS.**—1951 Vincent series C Rapide, ex. condition. £159; another, 1950, £149.  
**HUMPHREYS.**—New Sidecars delivered from stock, most models, Watsonian, Garrard, Swallow, etc.  
**HUMPHREYS.** offer a magnificent range of new and also used machines from £50 upwards, all available on easy h.p. terms; personal accident, sickness and unemployment insurance available if desired; exchanges welcomed; your inspection invited; superb range of sidecars also available.  
**HUMPHREYS, Ltd.,** 116-122, Hampstead Rd., N.W.1 (cont. Tottenham Court Rd.). Tel. Euston 3326. Close Thursday 1 p.m. [C1058]

**GATEHOUSE offer:—**

**£199** 10.—1956 Triumph 350cc, model 21, 5,000 miles only.  
**£139** 10.—1955 Matchless 350cc, s/arm.  
**£129** 10.—1955 B.S.A. 350cc B31 s/arm.  
**£109** 10.—1953 Matchless 350cc, s/arm.  
**£99** 10.—1957 Excelsior 250cc Talisman, s/arm.  
**£89** 10.—1952 A.J.S. 350cc s/arm, springer.  
**£75** —1954 Francis-Barnett 197cc, s/arm, Falcon.  
**£55** —1955 B.S.A. 150cc Bantam Major.  
**H.P. terms,** deposit one-third, balance over 12, 18, 24 months.  
**GATEHOUSE MOTORS, 196 & 8, Archway Rd., Highgate, N.6. Fitzroy 1666, Monday-Saturday.** [C1055]

**KING'S OF OXFORD**

20 branches throughout Great Britain for real service! 5,000 modern used and over 2,000 new for immediate delivery on the easiest of easy terms—get all the gun now—see display advert. on page 18.

**KING'S OF OXFORD**

**NEW Rd., Oxford.** [C1171]

**GOODALLS OF EPSOM.**

**1951** A.J.S. 500 Twin, export model, overhauled; £105.  
**1953** Francis-Barnett 197cc, springer, panniers, etc.; £59.10.  
**1954** Norton Model 18, a/c gearing; £85.  
**GOODALLS MOTOR CYCLES, Ltd.,** 55, South St., Epsom. Tel. 9563. Open 8.30-7. [C1051]

**COULSDON MOTOR CYCLE offer:—**

**1954** Triumph Speed Twin; £159.  
**1956** Indian Brave, 250cc; £79.10.  
**1956** Lambretta 150cc and Surrey Rambler s/c; £195.  
**1951** Sunbeam SA; £85.  
**1953** Tiger 100C; £129.  
**1958** A.J.S. 16M6 350cc; £185.  
**20** used s/c in stock, d/a, c/a and sports from £10; terms, exchanges; main Jap. agents—306, Brighton Rd., Coulsdon, Surrey, Uplands 7887. [C1011]

**PETER BROWN MOTORCYCLES, 6, Bromley Hill,**

Bromley, Kent. Ravensbourne 4812 and 4103.  
**1957** Norton 198 fitted with 1958 Jet 80 with fibre glass body, taxed year, immaculate; £275.  
**1958** B.S.A. 650cc twin fitted with Swallow c/a chair on velvet chassis, superb; £285.  
**1954** Ambassador 225cc s/a dual seat, taxed year, bargain at £79.  
**1954** Triumph Tiger 100 s/a, taxed year, excellent order; £155.  
**1957** Tiger Cub trials model, only 5,000 miles and untrials; £119.  
**1952** A.J.S. 500cc s/a fitted Watsonian c/a saloon on VQ21 chassis, taxed year; £135. [C1014]

**E.S. MOTORS**

**LTD**

*The Specialists*

*for your NEW*

**Royal  
Enfield**

per return

**SPARES  
SERVICE**

309-325 HIGH ROAD, CHISWICK, W.4

Telephone: CHiswick 2246

**HUMMINGBIRD  
MOTOR CYCLES LTD.**

**ANNUAL END-OF-SEASON SALE**

**WITH A 3 MONTHS GUARANTEE**

**THAT REALLY MEANS SOMETHING**

1955 TRIUMPH T110 650 c.c., 1 owner.....	£180
1952 MATCHLESS G3L 350 c.c., 1 owner.....	800
1946 TRIUMPH 5T 500 c.c.....	840
1958 BELLA 300 c.c., 30 miles only.....	£180
1952 B.S.A. A7 Star Twin combination.....	£130
1956 MATCHLESS 600 c.c. G11 Twin cyl., c/bars	£190
1954 B.S.A. 250 cc. C11G, spr./fr., many extras	800
1958 BELLA 150 c.c., 80 miles only, s/starter...	£160
1953 B.S.A. C11G 250 c.c.....	800
1955 FRANCIS-BARNETT 197 c.c.....	£70
1955 JAMES Captain K7.....	£70
1955 LAMBRETTA 150 c.c., carrier.....	£80
1940 TRIUMPH Tiger 100.....	£80
1955 ARIEL R. Hunter 350 c.c.....	£120
1953 B.S.A. B31, spring frame.....	£90
1953 PANTHER M100 and C/A comb.....	£120

Many more to choose from, come and see the full range.

Immediate insurance. Part Exchange

H.P. 1/3rd deposit. Balance 12, 18, 24 months

Insurance against sickness and unemployment

39, LONDON RD., ST. ALBANS ST. ALBANS

60-62, SHENLEY RD., BOREHAM WOOD ELSTREE

Spares & Service—Both Depots—Open 9.0 a.m. - 7.0 p.m.

**You too can enjoy  
motoring at its best.**



**The NEW Mark E.  
BOND MINICAR**



gives you all of this for less than 14d. per mile. The modern styling with Graceful Lines and Sporting Appearance, the Deep, Comfortable, Adjustable Seating for Three, the Reliability and Steady Performance of the Villiers engine are just a few of the Refinements which, when driving the Mark E, give you the £1,000 Car Class feeling.

**Bond  
MINICAR**

MARK E. from ..... £379.13.9  
MARK D. from ..... £335.5.3

Confidential H.P. terms.

**CONTRACT HIRE BOND MINI-  
CARS, from £2 per week, minimum  
period 12 months.**

Don't delay. Write now for Free Illustrated brochure or, better still, visit our Showrooms, where you can inspect and try for yourselves the World's Finest Small Car.

EXCHANGES WELCOMED

**LOXHAMS**

MOTOR CYCLE HOUSE

FISHERGATE, PRESTON

TEL: PRESTON 492

also at

SUDELL CROSS, BLACKBURN

TEL: BLAKEWATER 42259

# MOTOR CYCLES MISCELLANEOUS

## WHEELERS OF EYBOM.

1953 B.S.A. 350cc, sprung frame, one owner; £98.  
1953 Dot 127cc Consort, model in excellent condition; £69.  
1957 Wabo 150cc scooter, very low mileage; £86.

SEVERAL machines needing attention at knock-out prices; part exchange and hire purchase. Wheeler Motors, 45-51, Waterloo Rd., Ipswich. Tel. 4505. [C1131]

## BROOKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and N.S.U. Quickly, in stock.  
A COMPREHENSIVE stock of good used combinations and solos; excellent h.p. facilities; all machines road tested.  
2, Queens Parade, Green Lane, Hornsey, N.8. Tel. Mountview 6294, 2 mins. from Turnpike Lane Tube Station. A few doors from Queen's Head Hotel. [C1135 R]

## MAYBANK MOTOR CYCLES offer:-

1953 B.S.A. C11 springer, superb condition; £59/10.  
1954 Triumph ST, matching Midland fairing, new pipes and silencers, very nice machine; £119.  
1936 Ariel 500cc Hunter with C/A S/C, good runner; £15.  
TERMS, exchanges, -5, Maybank Rd., South Woodford, E.16. Wansted 1829. [C1142]

## JACK KENDALL OF ISLINGTON offer:-

1957 James Cadet 150cc; £79.  
1956 James K12 225cc; £95.  
1956 B.S.A. 250cc C11, s/arm; £105.  
1952 Vincent 500cc Comet; £98.  
1953 Ariel 350cc springer; £79.  
1950 B.S.A. AT 500cc twin springer; £68/10.  
1952 Royal Enfield 350cc; £48/10.

## COMBINATIONS

1954 A.J.S. 500cc s/arm, fitted single seat saloon; £135.  
1949 B.S.A. 500cc Star Twin springer, fitted C/A S/C; £79.  
1952 Norton 600cc Big 4, fitted D/A, S/C; £85.

ONE-THIRD deposit; h.p. over 12, 18 and 24 months.

CLEAN, late motor cycles wanted for cash.

SOME other bargains for callers—324, York Way, Islington, N.1. Tel. North 5300. [C1015]

## ASHBYS OF STONEBRIDGE, Ltd., offer

### FURTHER selection:-

1955 A.J.S. 500cc s/arm, second engine, super clean; £119/10.  
1954 A.J.S. 500cc twin, s/arm; £129/10.  
1954 B.S.A. 125cc Manxman springer; £30.  
1955 Francis-Barnett 75 Cruiser, 225cc, s/arm, screen, 1/2 abridges; £73/10.  
1950 Enfield Bullet 350cc, s/arm, runner but rough; £30.  
1949 Norton International 500cc ohc springer; £99/10.  
1957 Matchless G11 600cc twin, s/arm, as new; £199/10.  
1957 Norton 90 600cc twin de luxe, s/arm; £199/10.  
1949 Scott 600cc Flying Squirrel twin, strip; £79/10.  
1954 Triumph T110 650cc twin, s/arm, about, etc.; £139/10.  
1953 Triumph T100 500cc twin, s/hub, many extras; £99/10.  
1951 Vincent C Comet tearing twin 500cc springer; £89/10.

## COMBINATIONS.

1950 B.S.A. 650cc twin springer and s/a saloon, screen; £79/10.  
1951 B.S.A. 600cc sv and c/a Comet saloon; £59/10.  
1952 B.S.A. 500cc AT twin springer and sports s/c; £99/10.  
1955 B.S.A. 600cc springer and Albion s/car; £119/10.  
1955 B.S.A. 650cc twin springer and Monarch s/car, braked, superb, matching beige; £199/10.  
1955 Norton 68 Donny de luxe and Avon sports; £179/10.  
1954 Panther 600cc and new Raven 3-seat saloon; £139/10.  
1953 Vincent 87 twin and sports s/c; £89/10.  
1953 Vincent Rapide twin and Blackwell d/a saloon, sprung and braked; £259/10.  
1952 Triumph 650cc twin, s/hub and Albion s/car; £109/10.

TERMS, exchanges.

OPEN 9 a.m. till 7 p.m.

ASHBYS OF STONEBRIDGE, Ltd., 33, Hildeside, Harrow Rd., Stonebridge, N.W.10. Mgr. 4489. [C1074]

CALLERS only: motorized cycles from 50cc cash (some needing attention); motor cycles from 50cc cash (some needing attention); open 9-7 week-days and Saturdays—Rowland Smith, Hampstead High St. (Tube), N.W.5. [C1114]

**TAYLOR  
MATTESSON Ltd**

**THE SPECIALISTS FOR  
QUALITY MACHINES**

All available on HIRE PURCHASE

## SOLOS

52 B.S.A. 125 c.c. D1, spr.	£55
54 TRIUMPH 250 c.c. 33 twin, black.	£59
55 SUN 187 c.c. sprg. immaculate.	£65
56 B.S.A. 150 c.c. Manxman, sprg., battery held.	£139
58 TRIUMPH 150 c.c. Terrier, sprg. immaculate.	£69
59 HORTON 500 c.c. O.M.V. 181. Very smart.	£69
60 HORTON 500 c.c. 60, shaft drive, sprg.	£79
61 SUNBEAM 500 c.c. 60, shaft drive, sprg.	£89
62 HORTON 500 c.c. 182, sprg.	£89
63 B.S.A. 150 c.c. 112, same. Choice of 2.	£89
64 VINTAGE 250 c.c. 60, sprg.	£89
65 JAMES 187 c.c. 60, sprg.	£89
66 P-BARNETT 225 c.c. Cruiser, engine oiled.	£99
67 B.S.A. 250 c.c. 85, sprg.	£99
68 SUNBEAM 500 c.c. 85, sprg.	£129
69 MATCHLESS 500 c.c. 600 sprg., recent o/hub.	£139
70 B.S.A. 500 c.c. Twin, sprg.	£139
71 A.J.S. 450 c.c. 40, sprg.	£139
72 ARIEL 250 c.c. 40, sprg.	£139
73 R. ENFIELD Clipper, safety bars, etc.	£139
74 TRIUMPH 500 c.c. T100, sprg., panna, etc.	£139
75 JAMES 250 c.c. AMC engine, Avon fairing.	£145
76 TRIUMPH 600 c.c. Thunderbird, s/hub.	£145
77 B.S.A. 650 c.c. A10, same in black.	£149
78 HORTON 500 c.c. Model 18, Featherbed.	£149
79 TRIUMPH 650 c.c. T110, same, just reduced.	£149
80 TRIUMPH 500 c.c. T100, same, exceptional.	£159
81 VICTORIA 250 c.c., swing electric s/hub.	£169
82 ARIEL 150 c.c. VE, same sprg., innom.	£169
83 AMBASSADOR 250 c.c. Twin, Avon fair, etc.	£175
84 ARIEL 500 c.c. VE with Avon Streamliner.	£179
85 HORTON 600 c.c. Model 19, same, immaculate.	£199
86 HORTON 600 c.c. Model 19, same, immaculate.	£199

## METROPOLITAN MOTORCYCLIST OF THE YEAR COMPETITION

Come to Wimbledon Stadium Car Park 2 p.m. Saturday  
10th September, FREE ENTRY—VALUABLE  
PRIZES.

## CARS & 3-WHEELERS

New RELIANT Hardtop, red.	£449.8
New STANDARD 3, black.	£599.17
1947 HILLMAN Minx, black.	£240.0
1954 FORD Popular, blue, second engine.	£240.0
1956 FORD Popular, black, 8,000 miles.	£240.0
1956 (std.) FORD Prefect, sunroof, Irmac.	£245.0
1956 Standard Vanguard, brn., std., Irmac.	£250.0

## COMBINATIONS

58 AMBASSADOR 187 c.c. and box (eng. Immac.	£79
59 HORTON 600 c.c. R.V. and C/A sidecar.	£129
60 HORTON 600 c.c. 181 and C/A sidecar.	£129
61 HORTON 600 c.c. R.V. and C/A sidecar.	£139
62 A.J.S. 150 c.c. 40, same, and Vale, Windsor.	£149
63 TRIUMPH 500 c.c. 47, sprg., Vale, Avon fair.	£149
64 B.S.A. 600 c.c. W21 and C/A sidecar.	£165
65 ARIEL 1,000 c.c. 4, o/hub, eng. & R.V. sidecar.	£179
66 B.S.A. 500 c.c. O.M.V. and matching C/A sidecar.	£185
67 B.S.A. 650 c.c. A10 and Matchless, with brake.	£239
68 B.S.A. 650 c.c. sprg. B.S.A. 181 sidecar.	£249
69 HORTON 500 c.c. Mol. 98, Watkinson Matchless.	£289

## SCOOTERS & MOPEDS

54 KREIDLER Moped, excellent condition.	£35
55 VICTORIA Avonide R2, 12 miles only.	£79
56 VESPA, fitted screen, etc. As new.	£109
57 ARIEL 95 c.c. electric starter.	£115
58 LAMBRETTA 150 c.c., low mileage. Superb.	£115
59 BELL 250 c.c., 4-speed, red.	£125
60 BELL 250 c.c., 4-speed, blue, clean starter.	£139

## SHORT SELECTION OF NEW MACHINES FOR IMMEDIATE DELIVERY

B.S.A. 250 C12, s/arm, springer, motor.	£187
P-BARNETT 150 Flower, same sprg.	£187
P-BARNETT 175 Light Cruiser.	£194
P-BARNETT 250 Cruiser 18, same, sprg.	£219
MATCHLESS 250 G9, same, sprg.	£281
BURTON 600 181, s/arm, sprg., s/hub same	£254
HORTON 600 Model 19, same, sprg., grey	£255
R. ENFIELD 750 H. Meteor, same, s/c, grey.	£296
TRIUMPH 750 200 c.c. Cub, sprg.	£319
TRIUMPH 650 c.c. 67, same specification	£325
TRIUMPH T110, two tone.	£327
VICTORY 191 Valiant, s/arm, sprg., black.	£338
VICTORIA 250, same sprg., 4-sp., et. g/hub	£190
LAMBRETTA 150 LJB 131, tool, lighting	£148
MAICO 250 Matchless, s/hub, sprg., red.	£227
VESPA 150 Clubman, silver grey.	£165

Part Exchanges welcomed. Hire Purchase  
1/3rd Dep., Balance 12, 18 or 24 Monthly Pmts.

**74 BEDFORD HILL**  
BALHAM, S.W.12. Tel. BALham 4201/2



# PINKS OF HARROW

for  
QUALITY

## USED BARGAINS WORKS CHECKED & GUARANTEED

This week's selection from our large stocks

1957 B.S.A., 150, D3, 5,000 miles, good tyres, one owner	£86
1955 TRIUMPH 150, Terrier, reg. Sept., legshields, taxed	£70
1956 JAMES 150, Cadet, 6,000 miles, s/arm, d/seat, smart	£66
1957 F.-BARNETT 197, Falcon, d/seat, s/arm, one owner	£100
1955 JAMES 197, Captain, one owner, engine o/hauled	£79
1957 D.H.W. 197, reg. Aug., 4,500 miles, d/seat, one owner	£90
1956 ZUNDAPP 201, good tyres, d/seat, s/arm, taxed year	£115
1956 TRIUMPH 200, T20, rear carrier, taxed year, d/seat	£96
1958 VELOCETTE 200, Valiant, under 100 miles, as new	£169
1957 B.S.A. 250, C12, one owner, 4 speed, taxed, d/seat, as new	£124
1957 ENFIELD 250, Crusader, one owner, Avon Fairsing, panniers	£156
1957 PANTHER 250, 35 Twin, 4,000 miles, one owner, taxed	£152
1957 DOUGLAS 350, D/Fly, one owner, d/seat, spotlight	£129
1956 ARIEL 350, NH, enc. r/chain, one owner, 7,068 miles, as new	£156
1956 A.J.S. 350, 16M5, two new tyres, crash bar, taxed	£140
1956 TRIUMPH 500, ST, one owner, taxed, maroon finish	£174
1955 ENFIELD 500, Bullet, s/arm, d/seat, Avon Fairsing	£132
1954 MATCHLESS 500, CR, 226 engine o/haul, smart	£136
1957 NORTON 600, 99, tank cover, taxed year, d/seat	£228
1957 MATCHLESS 600, G11, Avon Fairsing, A.M.C. panniers, c/bars	£210
1957 MATCHLESS 600, G11, Avon Fairsing, 2,200 miles, as new	£229
1956 TRIUMPH 650, T110, Rodark panniers, c/bars, s/light	£190
1957 B.S.A. 650, A10, enc. r/chain, one owner, immaculate	£209
1957 TRIUMPH 650, 6T, 6,965 miles, s/arm, black and gold finish	£209
1956 ENFIELD 500, Bullet, maroon, one owner, well maintained	£148
1957 B.S.A. 500, Gold Star, Clubman's trim, as new throughout	£249
1957 ARIEL, V8S and Lancastria s/car, enc. r/chain, one owner	£249
1957 ARIEL, FH and Steib s/car, enc. r/chain, one owner	£279
1956 PANTHER 600, 100S and Cantonebury 2-adult s/car, spr. chassis	£236
1955 B.S.A. 600, M21 and single-seat s/car, d/seat, sprg.	£139
1956 TRIUMPH 650, 6T and Ascot s/car, one owner, matching	£259
1957 HEINKEL Car, reg. Nov., u/sealed, one owner, low mileage	£320
1955 PANTHER 600, with double-adult s/car, engine overhauled	£176

EASIEST POSSIBLE TERMS  
EXCHANGES WELCOMED

E. T. PINK (Harrow) LTD.  
STATION ROAD, HARROW  
Tel.: HAR 0044 (Sales & Wks.) 3330 (Spare & Acc.)  
Hours: 9 a.m.-7 p.m. (Sat. 6 p.m., Wed. 1 p.m.)

### MOTOR CYCLES MISCELLANEOUS

CHARLES SIMPSON MOTORS offer:-

1957 Royal Enfield Crusader, very clean, genuine bargain, £159.	
1957 (Oct.) B.S.A. Road Rocket, superlative performance, immaculate appearance, genuine bargain, £219.	
1957 (Aug.) Norton 99 Dominator, absolutely as new, 5,000 miles, £249.	
1955 Vincent Black Knight, totally enclosed streamlined, super snip, £299.	
1954 Royal Enfield Meteor and Bumar d/a sidecar, immaculate condition, super snip, £179.	

CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone 1921/2446. Part exchanges a speciality on both motor cycles and cars.

[C1154]

WALTERS OF WELWYN GARDEN CITY offer:-

1958 150cc Peugeot, 220 miles only, fitted pillion seat, spare wheel, very nice condition, £149.10.	
1955 95cc Sun, ideal economy mount, £45.	
1957 49cc Hermes scooter, very nice condition, £45.	
1955 Matchless G80, very clean condition, ideal starter machine, £129.10.	
1957 LDB Lambretta, fitted seat covers, luggage bag, savor borders, extension foot boards and air scoops, £149.10.	
1957 L80 a selection of mopeds from £40.	

ONE-THIRD deposit, balance over 2 years if desired; remember, for your new or used machines phone, write or call Walters, 30, Stonehill, Welwyn Garden City, Herts. Welwyn Garden City 5033.

OTHER branches at Baldock, Hemel Hempstead, [B442]

DAWSONS MOTORS OF BEDFORD, 51-53, Cauldwell St., Bedford, offer:-

1955 250cc Indian Brave, black, rigid frame, £45.	
1955 98cc Excelsior Consort, 2-speed, o/hauled, £29.	
1952 125cc B.S.A. Bantam, sprung frame, good condition, £39.	
1952 350cc B.S.A. B31, sprung frame, £49.	
1950 250cc Panther Model 65, engine o/hauled, £39.	
1950 350cc Royal Enfield Model 8, engine o/hauled, £39.	
1948 250cc B.S.A. C10, sv, £29.	
1946 250cc B.S.A. C11, ohv, teles., £25.	
1950 500cc B.S.A. A7 twin, sprung frame with Trinder c/a, £79.	
1953 600cc B.S.A. M21 with Maxstocke c/a, £119.	
1953 500cc Norton ES2, s/arm with Garrard c/a, £129.	

ALL the above on our own hire purchase terms—Tel. Bedford 3510. [C1180]

HARRY NASH—See and appreciate the following

1950 (July) Triumph T100, 103 mls., extras, £242.	
1956 Triumph 120, 150 wheels, fairing, £155.	
1958 Norton Dominator 88, 124 mls., snip, £259.	
1956 James 150 s/arm, real beauty, £75; 1958 Bella 200, electric start, 4-speed, £175.	
1958 DKR Dove, absolutely as new, £139; 1948 Velocette MAC 350, smart, reliable, £39.	
1951 Ariel 500 VH and saloon, one owner, perfect, £29; 1955 Norton ES2, double saloon, sprung brake, £139; 1956 B.S.A. M21 and Swallow, 926 mls., cost £310, £249.	

HARRY NASH—Third deposit, 24 months h.p.; exchanges—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

REX JUDD—1956 197cc Ariel, legshields, windscreen, very low mileage, one owner, £89.

REX JUDD—1956 500cc A.J.S. twin, 15,000 miles, super clean, £165.

REX JUDD—1956 500cc A.J.S. twin, like new, only 4,000 miles, £219.

REX JUDD—1955 125cc B.S.A. Bantam, sprung frame, very smart, with extras, £60.

WE have a large number of other machines which cannot possibly be listed and it will pay you to make a visit as no reasonable offer would be refused to clear end of season's bargains.—High St., Edgware 3944/8862 [C1077]

DAWSONS offer the following genuine clearance bargains:-

DOUGLAS 1957 Dragonfly, as new, £120.

TRIUMPH 1951 T100, alloy, s. hub, spotless, £80.

P. & M. 1950 600cc, tele. good condition, £54.

NORTON 1950 1 490cc ES2 springer, spotless, £65.

NORTON 1951 500cc Dom., twin, all on, £69.

VESPA 1951 scooter, well kept, £54.

F.-BARNETT 1948 125cc, clean and good, £21.

B.S.A. 1947 600cc M21, civvy, excellent, £39.

HARLEY 1947 750cc, excellent runner, £45.

WRITE for lists, dozens of similar bargains at Dawson's Motors, Shakespeare St., Nottingham. Tel. 41181. [C1029]

RAY KEMPSTER, Ltd.—1954 A.J.S. 500cc twin, £139; 1956 Matchless 600cc twin, £189; 1955 B.S.A. B51 s/arm, £119; 1957 Norton 88, £219; 1955 Sunbeam 87 and Avon s/car, £119; 1957 Excelsior Scooterbyke, £89; many others; exchanges, terms, insurance, etc.; personal attention; full satisfaction—344-346, Upper Richmond Rd. West, East Sheen, S.W.14. Frs. 9440. [C1144]

## TWO STROKES LTD.

New Stock:- A.C., Bond, Coronet, Gordon, Heinkel, Isotta, Messerschmitt, Reliant, Unicar

### USED GUARANTEED CARS

1955 A.C. Petite Mk. II, smart car	£250
1956 A.C. Petite, choice of 2 from	£275
1957 A.C. Petite, choice of 2 from	£309
1954 BOND Family de Luxe (not guaranteed)	£189
1954 (Nov.) BOND Family de Luxe, many extras...	£309
1955 BOND 2-str., one owner, smart	£199
1955 BOND Family de Luxe, choice of 2 from	£329
1956 BOND 2-str. Standard, very smart	£215
1956 (Dec.) BOND 2-str. Standard, really except	£329
1958 BOND 2-str. hardtop, under 5,000 miles...	£249
1958 BOND Family de Luxe immaculate	£296
1958 BOND Mk. E, specimen car	£339
1957 BORDON, one owner	£219
1957 BETTA, only 5,000 miles	£315
1955 MESSERSCHMITT KR200	£245
1957 MESSERSCHMITT de Luxe, immaculate	£269
1954 RELIANT coupe, vinyl hood	£269
1955 RELIANT coupe, excellent condition	£299
1956 RELIANT coupe, choice of 2 from	£329

### STOP PRESS

NEW CORONETS now reduced to ..... £387 15 6

### BEST POSSIBLE PRICES FOR USED 3-WHEELERS

Best Hire Purchase. Motor Cycles, Scooters and Cars taken in Part Exchange. Demonstration without obligation.

Showrooms: CHURCH ROAD

STANMORE (Bakerloo Line) MIDDx.

Phone GRIMSDYKE 1166/67

OPEN WEEKDAYS & SAT 9-7 SUN 10-1

Service and all Spare's

CORNWALL RD. HATCH END MIDDx.

W. DAYS 9-6 Ph. HATCHEND 1985 SUN 10-1

## GEORGE GROSE LIMITED

### IMMEDIATE DELIVERY OF YOUR NEW MOTORCYCLE

A.J.S. Model 1618, 250 c.c. O.H.V.	£250	7 11
B.S.A. D5, 175 c.c. Super	£127	4 11
B.S.A. C18, 250 c.c. O.H.V.	£167	7 8
EXCELSIOR Skutabak, 98 c.c. 24" x 18"	£108	15 0
F.-BARNETT Flower, 98 c.c.	£128	17 8
F.-BARNETT Falcon, 197 c.c.	£190	14 0
F.-BARNETT Crusier, 280 c.c.	£155	8 0
JAMES Caid, 150 c.c.	£121	17 8
JAMES Cavalier, 175 c.c.	£149	10 0
JAMES Commodore, 250 c.c.	£190	17 9
MATCHLESS G.11, 680 c.c. Twin	£250	8
TRIUMPH 21, 350 c.c. O.H.V.	£284	11 8
TRIUMPH T.10, 650 c.c. Twin	£177	8 0

### YOUR NEW SCOOTER

B.S.A. Dandy, 79 c.c.	£81	14 10
B.S.A. Defiant, 107 c.c., self starter	£89	15 8
D.K.R. Pegasus, 150 c.c.	£177	11 11
DOUGLAS Vesper, 125 c.c. self starter	£125	10 0
DOUGLAS Vesper Clubman	£109	4 11
LANBRETTE LD, 125 c.c., incl. pillion	£153	11 0
LANBRETTE LDB, 150 c.c.	£168	8 6
LANBRETTE LDA, 150 c.c., self starter	£153	8 6
LANBRETTE TV, 175 c.c.	£209	17 6
N.S.D. Prima 5 star	£239	14 8
PIV GERT 98 c.c.	£125	8 0
ZUNDAPP BELLA 150 c.c., self-starter	£187	8 0

★ H.P. TERMS AVAILABLE  
★ PART EXCHANGE WELCOMED  
★ TAX & INSURANCE ON TERMS  
★ IMMEDIATE DELIVERY

City Showrooms—

LUDGATE CIRCUS, E.C.4 CEN. 5561

Hours 8.30—6 p.m. Sat. 1 p.m.

North London Branch

834 HIGH ROAD, FINCHLEY, N.12

Open all day Saturday. MIL 2149

# RAYMOND WAY

## OF KILBURN

FOR BUSINESS, FOR PLEASURE, IN FACT ANY PURPOSE FOR WHICH REALLY ECONOMICAL TRANSPORT IS REQUIRED, A SCOOTER, MOTOR CYCLE OR COMBINATION PROVIDES THE ONLY SOLUTION.

We will be pleased to furnish full detailed specification of our comprehensive stock of fully guaranteed combinations, Scooters and Motorcycles, all at more than competitive prices.

NOW IS THE TIME TO BUY!

**3 months' written guarantee on all used machines over £50**

HERE IS A SMALL SELECTION OF OUR HUGE STOCK OF FULLY GUARANTEED BARGAINS

- SCOOTERS**
- 1958 LAMBRETTA Model L.D.B. self starter, all scope, very clean, finished blue and green... 109
  - 1957 PIATTE, 125 c.c., fully equipped, very clean, low mileage... 88
  - 1958 LAMBRETTA Model L.D.B. 150 c.c., low mileage... 119
  - 1953 VESPA, 125 c.c., fitted with pillion and carrier, excellent running machine... 79
  - 1957 VESPA, 125 c.c., dual seat, crash bar, carrier, screen, finished in red... 90
- MOTOR CYCLES**
- 1957 NORTON Model 99, 600 c.c., very little used, taxed till Dec... 219
  - 1957 ROYAL ENFIELD, 250 c.c. O.H.V., 1,500 miles only, immediate... 175
  - 1957 TRIUMPH Model Tiger 100, 300 c.c., recently used, low mileage... 125
  - 1958 TRIUMPH Tiger 100, 300 c.c., recently used, low mileage... 145
  - 1957 AMBASSADOR Model Regent, 500 c.c. Solex Twin, Avon Puffing, legshells, full width hubs... 140
  - 1958 NORTON Model E22, 500 c.c. O.H.V., used as demonstration machine, has 500 miles on speedometer... 100

See the new DUNELLY scooter, a 3-seater for only £65.15.6. Wide choice of colour schemes available.

- 1957 B.S.A. Model Shooting Star, 500 c.c., 6,000 miles on speedo, taxed, immaculate in detail... 105
  - 1957 ARIEL Model Hunstanton, 500 c.c. Vertical Twin, dual seat, swinging arm, low mileage, taxed... 195
- COMBINATIONS**
- 1958 NORTON Model 126, 600 c.c. O.H.V., very low mileage, fitted Watsonian Kionoch on V021, very nice outfit... 180
  - 1958 B.S.A. A10 Golden Flash, fitted Swallow Tador full-door saloon on Veloc chassis, finished in black, immaculate... 209
  - 1954 TRIUMPH, 600 c.c. Vertical Twin, Avon Fairing, all scope, fitted with Swallow Jet 80, a real sportsman's outfit... 200
  - 1953 ARIEL Square Four, screen, driving mirror, fitted Canterbury double adult full door saloon, saloon, on G104A heavyweight chassis... 250
  - 1957 TRIUMPH Model 6T, 500 c.c., in gold and black, Avon Fairing, low mileage, fitted with Watsonian Avon full-door saloon on V021 sprung wheel chassis, this low mileage carefully used outfit... 200
  - 1958 PANTHER Model Redwing 160, swinging arm, fitted Canterbury Victor double adult full-door saloon on G107... 190

PLEASE WRITE CLEARLY

I want a.....  
I have a.....  
I value at £.....  
NAME.....  
ADDRESS.....  
MC

**RAYMOND WAY**  
WILLESDEN LANE, N.W.6

Close to Goumert State Cinema  
MAIDA VALE 494 Open 9-7, Sat. 9-8  
Open Sundays 10-12 for inspection only  
and at 773 HIGH RD., SEVEN KINGS, ESSEX

### MOTOR CYCLES MISCELLANEOUS

CHITHAM & DAVID, Ltd., 44, High St., Eitham, S.E.5.

- 1955 Matchless G80, superb; £129.
- 1955 Matchless G9 Twin, snip; £145.
- 1954 A.J.S. 350, small mileage; £105.
- 1953 Matchless 350, any trial; £99.
- 1955 B.S.A. 250 ex. cond C11; £92/10.
- 1953 B.S.A. 250 ohv, bargain; £69/10.
- 1946 B.S.A. ohv, taxed; £32/10.
- 1956 Triumph Tiger Cub 200cc; £79.
- 1955 B.S.A. Bantam Major 150cc; £59.
- 1956 Excelsior 197, Avon fairing; £79/10.
- 1953 Excelsior 250 Talisman Twin; £59.
- 1953 Sunbeam 87, ex order; £79.
- 1948 Triumph 500 Speed Twin, clean; £59.
- 1951 R. Enfield 350 Bullet, snip; £49.

COMBINATIONS.

- 1953 Ariel 600 springer, child/adult sidecar, immaculate; £135.
- 1952 Sunbeam 58, matching green Watsonian adult s/car; £149.
- 1948 B.S.A. A7 Twin, child/adult sidecar, bargain; £37/10.
- 1946 Norton 10H, launch sidecar, ride away for; £15.

50 other salon and sidecar outfits to choose from; postal enquiries are our speciality; terms and exchanges—44, High St. Eitham, Eitham 6784. (C1006)

CHITHAM & DAVID, Ltd., 15-17, Station Rd., Swan-Kent.

- 1956 B.S.A. 250 o.h.v., superb; £95.
- 1950 B.S.A. 250 o.h.v., v. clean; £42/10.
- 1951 Sunbeam 87, screen, etc.; £85.
- 1956 James 197 small mileage; £79.
- 1957 James 98cc Comet as new; £69.
- 1952 Matchless 500, immaculate; £89.
- 1954 Matchless 350, new condition; £119.
- 1957 N.B.U. Prima scooter, self starter, one owner, snip; £120.
- 1956 Lambretta 150 L.D., unmarked; £109.
- 1954 Lambretta L.D., immaculate; £72/10.
- 1955 Vespa, red, screen etc., snip; £85.

50 other machines to choose from; postal enquiries our speciality; main Lambretta sales and service, also Greeves. Matchless etc.—Swanley Junction. (C1008/1)

HARROVIAN GARAGE, South Harrow, for a good selection of sound combinations and solos.

COMBINATION Golden Flash 1955, Watsonian 1957 Avon sidecar with brake and spring wheel, immaculate; £199.

COMBINATION Norton 196 600cc ohv 1956 Watsonian 2-adult sidecar, small mileage, looks as new; £199.

COMBINATION B.S.A. M53 500cc ohv 1956 Watsonian Maxstoke sidecar, very smart; £165.

COMBINATION B.S.A. 1954 500cc ohv springer, motor tuned as Gold Star rev. counter, fitted to 1957 Steib 8501 sidecar with hydraulic springing and brake, very smart and fast, sports outfit; £145.

COMBINATION B.S.A. 500cc M21 1955, fitted almost new, child/adult sidecar, nice outfit, 95 miles an hour.

COMBINATION Matchless 500cc ohv and 1953 Watsonian Albion sidecar, one owner from new, super condition; £95.

COMBINATION B.S.A. 500cc M20 1948 Swallow child/adult sidecar, windscreen and leg shields, a first-class outfit; £49.

COMBINATION Triumph 1951 Thunderbird and child/adult sidecar; £110.

COMBINATION Norton 161 500cc ex-W.D. and child/adult sidecar, good appearance; £25 to clear.

COMBINATION B.S.A. 500cc M20 and single-seater sidecar, real good runner; £20 to clear—Harroviaan Garage, 180-182, North Rd., adjoining South Harrow Station, immediate h.p. terms, exchanges, Byron 6022, open to 7 o'clock. (C1013)

D. J. SHEPHERD & CO. (ENFIELD), Ltd., 454-456, Enfield Rd., Enfield, Tel. Howard 1531, 2023.

1956 350cc B.S.A. B31 with windscreen; £149.

1955 98cc Excelsior Consort; £37/10.

1957 150cc James Cust, one owner; £85.

1955 350cc Ariel Red Hunter; £129/10.

1954 600cc Panther with c/s s/c; £175.

1953 98cc Norman motorcycle; £25.

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms, wonderful allowance on your old machine; established over 30 years and known for courtesy and honest dealing, remember! Whether buying or selling it always pays you to "call to-day on G. K. RAE."—Ask your Dealer. (C1133)

G. K. RAE, 3, Great West Rd., Chiswick, W.4, Tel. Chiswick 2431. (C1107/8)

# E. S. LONGSTAFF LTD.

## WOODFORD AND EDMONTON

A selection from our huge stock of Quality Tested Motorcycles, Three-wheelers and Cars. Each machine pounds below present market values and Guaranteed for three months. Simplest of easy terms with 1/3rd Deposit and up to 2 years to pay. Hire purchase protection scheme in case of illness or unemployment. We welcome part exchange—motorcycles, three wheelers or cars. Avoid all disappointment and write, phone or call today.

### WOODFORD

- B.S.A. '47 (reg.), 500 c.c. M20, pillion... 419
- NORTON '46, 500 c.c. O.H.V. and C/A sidecar... 425
- MOBYLETTE '36, 48 c.c. Moped, auto drive... 428
- JAMES '50, 197 c.c. teles., d/seat, etc... 435
- A.J.S. '47, 350 c.c. 16M, teles., panniers... 439
- DOUGLAS '50, 350 c.c. Twin, springer... 449
- B.S.A. '48, 500 c.c. teles., and S/S Sports sidecar... 459
- PIATTE '56, 145 c.c. Scooter, screen, spare wheel... 465
- SUA '52, 98 c.c. As new throughout... 469
- B.S.A. '48, 500 c.c. M20, teles., and S/S sidecar... 479
- TANDON '56, 197 c.c. S/A d/seat, etc... 479
- TRIUMPH '56, 150 c.c. Torrier. Excellent... 485
- ARIEL '56, 200 c.c. Colt, teles., sprg., d/seat... 485
- PANILLA '57, 153 c.c. Greyhound Scooter... 489
- NORTON '51, 600 c.c. Big Four and S/S sidecar... 495
- B.S.A. '53, 350 c.c. B31, teles., sprg., extras... 495
- LAMBRETTA '56, 150 c.c. With many extras... 499
- LAMBRETTA '57, 125 c.c. M. 8, with extra... 499
- B.S.A. '53, 500 c.c. Star Twin, sprg., d/seat, etc... 509
- B.S.A. '54, 650 c.c. Golden Flash, s/arm, d/seat... 519
- TRIUMPH '54, 650 c.c. T110, s/arm, d/seat... 519
- NSU Prima '56, 150 c.c. Scooter. As new... 519
- B.S.A. '53, 350 c.c. Gold Star, s/arm, rev. counter... 519
- A.J.S. '55, 350 c.c. Twin. Exceptional cond... 519
- LAMBRETTA '56, 150 c.c. and Steib sidecar... 519
- STANDARD '47, 8 h.p. 2-door saloon, black... 519
- ARIEL '55, 600 c.c. VB and D/A sidecar... 519
- TRIUMPH '57, 650 c.c. 6T, s/arm, etc... 519
- RELIANT '56, 750 c.c. Regal 4-seater hardtop... 539

### EDMONTON

- JAMES '53, 98 c.c. Enclosed Model. Excellent... 435
- PANTHER '49, 250 c.c. teles., fitted extras... 439
- HEINKEL '57, 48 c.c. Moped, sprung frame... 449
- EXCELSIOR '52, 197 c.c. sprg. Good cond... 449
- VESPA '52, 125 c.c. screen, carrier, etc... 449
- B.S.A. '53, 350 c.c. C104, teles., sprg., d/seat... 449
- B.S.A. '49, 500 c.c. B33. Popular machine... 449
- B.S.A. '53, 250 c.c. C11, teles., sprg., etc... 449
- NORTON '51, 500 c.c. 16M, teles., and C/A s/car... 449
- LAMBRETTA '54, 125 c.c. Scooter. Excellent... 479
- TRIUMPH '47, 500 c.c. Twin T100 and Sports s/car... 479
- D.K.W. Hobby '55, 70 c.c. Scooter. Excellent... 479
- B.S.A. '57, 150 c.c. Bantam Major, s/arm, etc... 485
- R. ENFIELD '51, 300 c.c. and Swallow C/A s/car... 485
- ZUNDAPP Bella '54, 150 c.c. de Luxe Scooter... 495
- JAMES '56, 197 c.c. Captain, teles., s/arm, d/seat... 495
- VELOCETTE '54, 350 c.c. MAC, s/arm... 495
- VESPA '53, 125 c.c. Continental Scooter, extras... 495
- B.S.A. '54, 300 c.c. Twin A7, s/arm, d/seat... 495
- GREEVES '58, 197 c.c. Fleet Star, s/arm. As new... 495
- TRIUMPH '55, 650 c.c. T110. Many extras... 495
- A.J.S. '56, 600 c.c. Model 38 Twin. Immaculate... 495
- MATCHLESS '57, 500 c.c. Twin G9, s/arm... 495
- ARIEL '56, 650 c.c. Twin and C/A sidecar... 495
- TRIUMPH '55, 650 c.c. T110 and Steib, blue... 495
- NORTON '58, 600 c.c. 99 Featherbed. As new... 495
- PANTHER '56, 600 c.c. s/arm and D/A sidecar... 495
- A.J.S. '55, 350 c.c. 7K, terrific machine... 495
- CORONET '57, 350 c.c. Twin, radio, etc... 495

Large selection of new machines at both branches. Comprehensive stocks of spares and accessories. Finest workshop facilities. Specialised scooter repair shop. Service second to none.

## E. S. LONGSTAFF LTD.

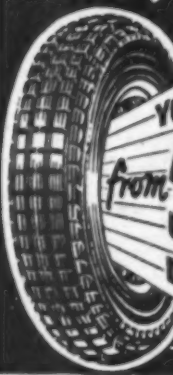
108 HIGH ROAD, WOODFORD, E.18  
BUC. 6369

68 NEW ROAD, EDMONTON, N.9  
EDM. 6163

Hours of Business 9.0 a.m.—7.0 p.m.

Thurs. 9.0 a.m.—1.0 p.m.

## NEW TYRES on EASY TERMS



YOURS FOR  
from **5/-**

DEPOSIT!

★ SIX MONTHS TO PAY ★

### AVON · DUNLOP · GOODYEAR FIRESTONE · MICHELIN

Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8	5/-	£2 11 0	400 x 8	8/6	£3 5 6
250 x 19	5/6	£2 19 6	325 x 19	10/4	£4 1 0
275 x 19	8/6	£3 4 6	325 x 20	10/4	£4 1 0
300 x 19	9/7	£3 13 6	350 x 19	11/8	£4 14 0
300 x 20	9/7	£3 14 0			
300 x 21	9/7	£3 14 0			
325 x 18	9/9	£3 18 0			

1/6th Deposit Secures Delivery  
Write for Proposal Form Post & Pkg. 3/6  
ALL OTHER SIZES AVAILABLE

### NEW FOOT PUMPS



Easy to operate. Very strong radiator type in minimum number of strokes. With connection De Luxe model—

17/6

22/6

### WHEELS

Complete with pneumatic tyres and tubes with 1in. Ball Bearings. Post & Pkg. 3/6

14in. x 75/-  
16in. x 87/6  
18in. x 107/6

### 5 GALL. DRUMS

NEW RED CIRCLE OIL

Despite rising prices still the finest value in the better oil range. Best quality Light S.A.E. 20 Medium S.A.E. 30 Heavy S.A.E. 40 or in bottles. Post & Pkg. 3/6

## NEW BARUM TYRES

WELL KNOWN  
EUROPEAN MANUFACTURER

275 x 19 47/6 350 x 19 69/6  
300 x 19 57/6 400 x 19 79/6  
325 x 19 59/6 400 x 18 79/6  
400 x 8 47/6 TUBES 12/-

Post & Pkg. 3/6

SEND FOR FREE NEW ILLUSTRATED CATALOGUE  
All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Photo and Pay on Delivery

## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9  
Phone: BR1 6251 • Grams: PRICLARKE LONDON  
Hours of Business: 9am to 6pm Wednesday 1pm to 5pm

## MOTOR CYCLES MISCELLANEOUS

**AUBREY BOSWORTH** for all kinds of new and used scooters and motor cycles, on easiest terms, part exchanges, immediate delivery.  
385 High Rd., Kilburn, N.W.6. Tel. Maids Vale 0932. [C1170]

**WALLY HAINSBY**, 293, West End Lane, London, N.W.3. Tel. SW1 2896. H.p. terms, 1/- deposit; balance 12-24 months; part exchanges welcomed.  
—1954 B.S.A. 650 Flash springer with 1956 Swallow 1-door d/a s/c, engine overhauled, spotless throughout.  
£115  
—1951 Ariel 500 twin springer with 1956 Avon sports new tyres, very clean outfit.  
£159  
—1955 B.S.A. Black Flash 650cc s.a.m., one owner, immaculate.  
£109  
—1957 Triumph Tiger Cub 300cc, one owner, as new throughout.  
£75  
—1952 Ariel 500 twin, perfect condition.  
£57  
—1953 B.S.A. Bantam springer, as new with extras.  
£135  
—1957 Bella 150 scooter, one owner, low mileage.  
£109  
—1955 Bella 200cc scooter, resprayed and re-cond.  
£32  
—1955 M.S.U. Quickly 49cc moped, screen, panniers, leg shields, etc.  
ALL our machines are workshop overhauled.

**WALLY HAINSBY** has many other good bargains not advertised: it's worth a visit. [C1143]

**COMERFORDS** for motor cycle bargains: 1,000 machines in stock; let us have your enquiry: we will quote you by return.—Portsmouth Rd., Thames Ditton, Surrey. Emb. 5531. [C1006]

**RENNOS** bargains, some needing sundry replacements: 1953 B.S.A. 250cc ohv, spring frame, 59gns.; 1955 2-speed Villiers Sun, 42gns.; B.S.A. A7 500cc twin, 65gns.; 1951 B.S.A. Bantam 350cc, 1956 Mobylette, 19gns.; 1950 LE Veloceette, 35gns.—232-3-4, Upper St., Islington, N.1. Can. 2021. [C1104]

**HALLENS OF CAMBRIDGE, Ltd.**—Take your pick from this week's selection of used bargains: '55 B.S.A. 150 Motor, £59; '53 B.S.A. 350 R/L, £69; '55 B.S.A. 250 C11G, £69; '55 Excelsior 197 Road Master, £69; '56 Barnett 225 Cruiser, £112; '53 Barnett 197 Falcon, £65; '57 James 197 Captiva, 1956 Mobylette, 225, £69; '53 James 125 Cadet, £52; '52 Matchless 500 G80, £82; '57 Matchless 600 G11, £210; '54 Sunbeam 500 S8, £128; '58 Sun 197 Wasp, £115; '47 Triumph 500 T100, £25; '55 Triumph 250 Cub, £69; '54 Triumph 150 Terrier, £59.

**HALLENS OF CAMBRIDGE, Ltd.**, Hawthorn Way Corner, Cambridge, Tel. 56225. [C1059]

## DISMANTLED MACHINES

**DISMANTLING** 1946 600cc sv Ariel.  
**DISMANTLING** 1946 350cc Matchless.—Bennetts, 28, Naylor Rd., S.E.15. New 3157. [C1081]

## THREE-WHEELERS AND CARS

**DAWSONS MOTORS OF BEDFORD**, 51-53, Cauldwell St., Bedford, offer:—  
1958 197cc Bond Mk. E. red, 3,000 miles only; £235.  
1957 328cc Powerdrive, red, 4,000 miles only; £235.  
1957 197cc Bond Mk. D de luxe, British racing green one owner; £245.  
1957 300cc B.M.W. Isotta coupe, l.h.d., 3,000 miles; £269.  
ALL the above on our own hire purchase terms.—[C1180]  
Tel. Bedford 3510.

**COMERFORDS**—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; n/c taken in exchange.—Portsmouth Rd., Thames Ditton, Emsbrook 5531. [C1006]

## A.C. PETITE

**GODFREY'S, Ltd.**, for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052 R]

1957 A.C. Petite 350cc, blue, sun saloon, 9,591 miles, extra, immaculate; £269 10/-—Geo. Clarke Motors, Ltd., 273-9, High St., Acton, W.3. Acorn 6543. [C1018]

## A.C. PETITE WANTED

**GEORGE CLARKE** pay most.—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

**CLAUDE RYE** urgently require A.C. Petite: top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Remont 6174. [W1105 R]

## AUSTIN

**SLOCUMBER, Ltd.**, exchange your motor cycle or car with us for real after sales service.—Willemund 4669/5934. [C1103]

**CONWAY MOTORS** agents for all the new Austin range A35 saloons and A35 vans etc. immediate or early delivery on most models, exchanges welcome. 301-307, Goldhawk Rd., Shepherd's Bush, W.12 (Sales). River 4872-3. [C1021]

**NEW Austins A35 and Metropolitan** from stock, ex-national part exchange allowances on good late machines and 3-wheelers; lowest possible h.p. rates; you must get our quotation.—Portsmouth Rd., Thames Ditton. Emsbrook 5531. [C1006]

## BERKELEY

**CONWAY MOTORS** 349 1957 Berkeley sports with 522cc Abnati engine, red finish low mileage exchanges welcome. 301-307, Goldhawk Rd., Shepherd's Bush, W.12 (Sales). River 4872-3. [C1021]

## B.M.W. ISETTA

**COMERFORDS**—£275!!! 1957 Isotta in very nice condition.  
**COMERFORDS**—£295!! 1956 Isotta fitted extras.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

## ACCESSORIES

### FAIRINGS £5.19.6 CASH OR TERMS

THE BEST AT THE  
LOWEST PRICE

1/10th DEPOSIT SECURES  
DELIVERY

P. & C. (see illus.) £5 19 6  
GAZELLE ..... 27 5 0  
LIGHTWEIGHT ..... 48 12 0  
AVON ..... 28 6 11  
Carriage extra

### SILENCERS

FROM 8/6

Size 11-12in. fitting  
Black Exhausted ..... 9 0  
Heavy All Chrome ..... 11 6  
Extra Heavy All Chrome 13 6  
All Chrome Moped Type  
with Detachable Bell  
2in. Diam. 19 6  
All Chrome  
replacement silencers for Ariel,  
B.S.A., Triumph, A.M.C., Norton,  
etc., from 27/6 each.  
Also the full range of Burgess  
Silencers in stock.  
Post & Pkg. 2/6

### PANIER FRAMES

Black Enamelled First Steel with Folding  
Fidlarium.  
11/6 each as  
illus.  
ALSO  
Tailored for individual machines,  
cutting arm or plunger in  
tashers colours.  
47/6 pair.  
Post & Pkg. 2/6

### PANIER BAGS

STRONG  
CANVAS  
PANIER  
BAGS in  
pleating  
shade of tan,  
waterproof,  
with strong  
fixing  
straps and  
fold-down  
top. Size  
13in. x 13in. 15/6  
EACH.  
These bags are being sold at  
one-third of list price.  
P.V.C. PANIER BAGS IN  
BLACK, 45/- pair. P. & Pkg. 2/-

### DUAL SEATS

TRANSSTAR ..... 63 9 11  
JUNIOR MODELS ..... 54 12 6  
LUCRET DSI ..... 53 15 0  
REPLACEMENTS FOR A.M.C.,  
ETC., FROM ..... 54 10 0  
Post & Pkg. 2/6

### FLEXIBLE EXHAUST TUBING

Asbestos sealed joint.  
1 1/2", 1 1/4" and 1 1/8". For ft.  
1 1/2", 1 1/4" 3/- per ft. 1 1/8" 2/6  
per ft. Post & Pkg. up to 3/6  
max. for 6 feet. All sizes are  
internal diameter.  
2/9

### EASY TERMS

SEND FOR FREE NEW ILLUSTRATED CATALOGUE  
All Goods despatched "By Return" on Approval against Postal Order,  
Cash or C.O.D. Order by Post Card or Photo and Pay on Delivery.

## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9  
Phone: BR1 6251 • Grams: PRICLARKE LONDON



### LEGSHIELDS

Heavy quality steel, enamelled in black, maroon green or grey.

16/6  
23/6  
39/6

per pair

### CURVED LEGSHIELDS

Black, per pair ..... 32 6  
Colours, per pair ..... 35/-  
Post & Pkg. 2/6

### CRASH BARS ALL CHROME

At illus. 23/6 13/6  
SINGLE CRASH BAR  
LARGE D SECTION  
CRASH BAR  
Post & Pkg. 1/9

### SHEET CELLULOID

Size 20 30 40  
18 x 24in. 5/0 8/- 11/-  
27 x 24in. 8/- 10/3 16/-  
36 x 24in. 11/- 16/- 25/-  
54 x 24in. 16/- 22/6 32/-  
Special transparent pliable non-  
crack windshield screen material,  
27 x 24in. 12/-  
Post & Pkg. 1/10

### NEW CHAINS

SAVE MONEY BY FITTING  
P. & C. CONTINENTAL GUAR-  
ANTEED CHAIN AT ALMOST  
HALF NORMAL PRICE.  
1/4 x 16 5/9 per foot.  
1/2 x 16 6/9 per foot.  
STATE LENGTH REQUIRED.  
Post & Pkg. approx. 2/6 per  
100 length.

### SADDLE TOPS

Finest  
quality  
materials  
Small  
size 6/6  
Large size 10/6 each  
Pillion Seat Top 8/6 each  
Post & Pkg. 1/6

### HANDLEBARS

All chrome, as illus., 1in. or 1 1/8in.  
9/6.  
Scramble or Trials Bars 17/6.  
Competition Bars 10/6.  
Post & Pkg. 1/6



## USED BELOW 75% LIST PRICE SPARES

DISMANTLING MOST MAKES MOTORCYCLES  
QUOTATIONS "BY RETURN" ANY SPARE

### ENGINES

Complete, less  
Magneto & Carb.

Ariel 600 S.V. 1959	£9 10
Ariel 600 S.V. 1946	£12 10
B.S.A. 500 S.V. 1952	£9 10
B.S.A. 500 S.V. 1946	£9 10
B.S.A. 500 O.H.V. 1946	£12 10
Endless 350 O.H.V. 1946	£12 10
Endless 350 O.H.V. 1948	£12 10
Endless 500 O.H.V. 1946	£12 10
Endless 500 O.H.V. 1948	£12 10
Matchless 500 O.H.V. 1948	£12 10
Matchless 500 O.H.V. 1946	£12 10
Matchless 500 O.H.V. 1948	£12 10



Carb. extra

### BARGAIN OFFER

16H NORTON 500 c.c. NORTON SPARES  
16H NORTON 500 c.c. ENGINE FROM £5.0.0 LESS MAGDYNO  
AND CARB.

Cylinder Barrels, C/W Pistons, 30/- Crankcase, C/W flywheels, 30/- Flywheel Assembly, 30/- Gearbox, less clutch and levers, £6/10/- Clutch, complete, 30/- Frames, 40/- Front Forks, complete, 30/- Front Wheels, C/W brake drums, 30/- Rear Wheels, C/W sprockets, 30/- Wheels, bare, 10/- Front Brake Drums, 2/6 Brake Plates, C/W shoes, 10/- Primary Chain Case, complete, 10/- Brake Pedals, 2/6 Rear Stands, 2/6 Cam Wheels, 5/- Cam Followers, 2/6 Post & Pkg. extra.

### FRAMES

HUGE STOCKS  
Most Makes & Models

From 15/-  
Cure, 7/6

B.S.A. frames, from 30/-  
ARIEL frames, from 30/-  
TRIUMPH frames, from 30/-  
NORTON frames, from 40/-  
WATCHDOG frames, from 40/-  
REAR STANDS, from 2/6

### MUDGUARDS

Special Offer:  
Front 5/-  
Rear 7/6  
Most types in stock.  
P. & F. 1/4, pr.  
These state model and year

### FORKS

BIRD PATTERN  
MOST TYPES 15/-  
from

TELEFORKS  
B.S.A. 500 25 10  
DOUGLAS 25 10  
KNIFIELD 25 10  
W.C. 25 10  
TRIUMPH 25 10  
ARIEL 25 10

ARIEL 25 10

### CARBURETTORS

AMAL TYPE  
From 12/6  
Mixing Chamber 5/-  
Chamber 2/6  
Fuel tap 1/6  
Front Chamber 2/6  
Bolt, m. 6d.  
Fuel, m. 1/-  
Mixing Chamber Base Nut each 1/-  
Please state type required with order. Post & Pkg. extra.

### ASSORTED BALL RACES 2/- each

### WHEELS

SPECIAL OFFER  
2,000 WHEELS FROM 5/-

ARIEL, B.S.A., ENFIELD, TRIUMPH.  
Front Wheels complete from 10/- Rear  
Wheels complete from 30/- NORTON  
Front Wheels complete from 15/-  
VELOCE Front from 10/- Rear  
from 30/- Brake Plates 10/- Brake  
Drums 5/- Hubs 10/- Spindles 5/-  
Races 2/6 each. Assorted Type 10/-  
Front, 30/- Rear.



Quotations "By Return" Post, Car. & Pkg. on wheels 5/6

### EASY TERMS

SEND FOR FREE NEW ILLUSTRATED CATALOGUE  
All Goods dispatched "By Return" on Approval against Postal Order,  
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

### PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9  
Phone: BR1 6251 Grams: PRICLARKE LONDON

### B.M.W. ISETTA

CLAUDE RYE Ltd. for your new B.M.W. Isotta, immediate delivery; terms, exchanges welcomed; 895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)  
WHITBY'S OF ACTON—Immediate delivery new Isotta; h.p. exchanges—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

GODFREY'S Ltd., immediate delivery Isotta Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. (C1052/R)  
SLOCOMBE Ltd., the B.M.W. Isotta enthusiasts, exchanges cars or motor cycles—Willesden 4069/3954. (C1103)

### B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isotta.—273, Briston Hill, S.W.2. Tulse Hill 3211. (W1019)

### BOND MINICAR

ROWLAND SMITH'S for Bond.

NEW models in stock.

225 gns.—Bond Minicar, August 1956 d/l family, electric starter, choice two Bonds; terms, exchanges, list, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Ham. 6041. (C1114)

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.  
SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 9044. Open 9-7 (C1130/R)  
(Sats. 9-5).

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from NAYLOR & ROOT Ltd., Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. (C1069/R)  
1951 (Nov.) Bond Mk. B. good cond.: £75 o.n.o.—16, Hilltop Rd., Frindsbury, Strood, Kent. (B427)

BIRMINGHAM Distributors—County Cycle & Motor Co., 285-6, Broad St. Exchanges welcomed, all spares. (C1024/R)

GODFREY'S Ltd. for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advert. (C1052/R)

KENT—Distributors for Bond Minicar; delivery from stock.—E. G. Fritchard, Ltd., Chalkwell Rd., Sittingbourne. (0076/R)

COMERFORDS for Bond and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. (C1006)

CLAUDE RYE Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed; 895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

GODFREY'S Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spare service at 527, Brighton Rd., Croydon. Upl. 6275. (C1052/R)

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange h.p. terms.—Lancashire Garage, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. (C1025/R)

CONWAY MOTORS 299 1957 Bond Minicar Mk D 2-seater hard top, bronze finish 5,000 miles only, flashing indicators, spare wheel etc., one careful owner.—301-307, Goldhawk Rd., Shepherd's Bush, W.12 (Sales). River 4872-3. (C1021)

### BOND MINICAR WANTED

GEORGE CLARKE pay most.—273, Briston Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH'S—the Bond Minicar buyers—Hampstead High St., London, N.W.5. Ham. 6041. (W1114/R)

BOND Mini wanted: cash or exchange.—Hick McKenzie, 961, Chester Rd., Manchester. Longford 2100. (W1066)

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

### COCONET

BLUE STAR GARAGES Ltd., sole distributors. Fortune Green Rd., N.W.6. Tel. Swiss Cottage 5460. (C0056/R)

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2859. (C1174/R)

### FIAT

SLOCOMBE Ltd., the Fiat enthusiasts, exchanges cars or motor cycles.—Willesden 4069/3954. (C1103)

### FORD

COMERFORDS for Ford—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.—Portsmouth Rd., Thames Ditton, Esh. 5531. (C1006)

### GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil Ltd., 85, 86, Old Brompton Rd., S.W.7. Ken. 7705-6-7-8. (0111/R)

COMERFORDS—2435/111 1958 Goggomobil de luxe, synchromesh as new condition.—Portsmouth Rd., Thames Ditton, Esh. 5531. (C1006)

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobile always in stock.—Portsmouth Rd., Bend, Surrey, Ripley 8122. (0514)

### HEINKEL

SLOCOMBE Ltd., the Heinkel enthusiasts, exchanges cars for motor cycles.—Willesden 4069/3954. (C1103)

## CLOTHING

Finest Value in the World

P & C "NEW CLUBMAN" SUIT

ONLY £6.5.0

Or 15/7 secure and 6 monthly payments

of 30/-

12 MONTHS' GUARANTEE

MADE FROM TRIPLE LIFE FLEECED BACKED

ROB-CRACK PVC

LOOKS AND FEELS LIKE SOFT GRAINED

BLACK LEATHER

100% WATERPROOF—ALL SEAMS ELECTRICALLY WELDED

PETROL, OIL AND ACID PROOF

FULL ZIP FRONT—6m. PRESS STUDDED STORM FLAP

LARGE WEATHERPROOF POCKETS

GENEROUSLY CUT—FULLY BELTED STYLE

TROUSERS SELECTED—PRESS STUD ANKLE FASTENERS

As above with DETACHABLE QUILTED LINING £7.15.0

Or 19/4 secure and 6 monthly payments of 25/-

Obtainable Only from Pride & Clarke, Post & Pkg. 2/11

### P & C "TROPHY" COAT

100% Stormproof. The only Black Double Texture Twill coat of this type. Taped seams, detachable lining, three pockets. Tummy pad. Leg straps and D.R. style skirt. Sizes 34 to 44in.

CASH PRICE £7.19.6

Or 19/10 secure and 6 mthly. payments of 25/3

Obtainable only from Pride & Clarke, Post & Pkg. 2/11

P. & C. FLYING JACKET

Luxurious Sheepskin Lining throughout with Large Storm Collar, Two-tone Grey and Black or Black or Brown only. Best fastening on hips. Full zip front and 2 zip pockets and ticket pocket with press stud fastening. Sizes 34 to 44in. Cash Price

£8.19.6

Or 25/4 deposit and 6 monthly payments of 29/6

Post & Pkg. 2/6

TEXAN JACKET

100% Sheepskin Lining throughout with Large Storm Collar, Two-tone Grey and Black or Black or Brown only. Best fastening on hips. Full zip front and 2 zip pockets and ticket pocket with press stud fastening. Sizes 34 to 44in. Cash Price

£8.19.6

Or 25/4 deposit and 6 monthly payments of 29/6

Post & Pkg. 2/6

P. & C. ALASKA JACKETS

Waterproof blue or brown gabardine. Quilted. Lining. Nylon Fur collar. Zip front. 4 pockets.

£3.15.0

Or 4 deposits and 6 monthly payments of 12/4

With Luxurious Nylon Fur Lining. P. & F. 2/6

ITALIAN GUARDIAN HELMET

B.A.I. tested. Italian helmet. Quilted neck curtain. High gloss finish. Black / White and Black / Silver.

Post & Pkg. 1/10

All other types in stock.

WATERPROOF OVER-TROUSERS

HEAVY QUALITY 21/-

P. & F. 1/11

R.A.F. SILK INNER GLOVES

P. & F. 1/2

P.V.C. SKI CAPS

P. & F. 1/4

NEW R.R. VII

000000

P. & F. 1/8

KANSAS JACKET

Black leather graded P.V.C. Large nylon fur collar, full zip front and belt, 3 pockets, turtan lining

£12.6 or 14/10 dep.

payments of 19/8

Also second quality leather, real beaver collar. Heavy wool turtan

£12.15.0

Or 31/10 dep. & 6 monthly payments of 41/10. Post & Pkg. 2/6

7/6 DEPOSIT SECURED DELIVERY GOODS VALUE

£3 BALANCE & MONTHLY PAYMENTS OF 9/10. LARGER AMOUNTS PRO RATA.

SEND FOR FREE NEW ILLUSTRATED CATALOGUE

All Goods dispatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

### PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9  
Phone: BR1 6251 Grams: PRICLARKE LONDON

**HEINKEL**  
**COMERFORDS**—£355/1. 1957 Heinkel, grey, nice condition.  
**COMERFORDS** for Heinkel, new and second-hand.—  
 Portsmouth Rd., Thames Ditton, Emb. 5531. (C1006)  
**GODFREY'S**, Ltd., for Heinkel 3-wheeler at all  
 depots, including Bushwood Corner, E.11. See  
 display advts. (C1052/R)  
**WHITBYS** OF ACTON—Immediate delivery new  
 Heinkel Cabin Cruiser, exchanges, terms.—275,  
 Acton Vale, London, W.3. She. 5555. (C1028/R)  
**CLAUDE RYE**, Ltd., for your new Heinkel, im-  
 mediate delivery; terms, exchanges welcomed.—995-  
 921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)  
**1957** Heinkel Cabin Cruiser 3-wheeler, one owner,  
 heater, spare wheel, immaculate, choice of  
 2 from £310 or terms.—Whitby's, 275, The Vale,  
 Acton W.3. Shepherds Bush 5555. (C1128/I)  
**310** cms.—Heinkel 1957 (registered 1958) cabin cruiser,  
 electric starter, heater, one careful owner,  
 year's tax; terms, exchanges, list. Open 9-7 week-  
 days and Saturdays.—Rowland Smith, Hampstead  
 (Tube), N.W.3. Ham 6041. (C1114)

**HEINKEL WANTED**

**GEORGE CLARKE** pay most for Heinkel.—278,  
 Brixton Hill, S.W.2. Tel. 3211. (W1019)  
**CLAUDE RYE** urgently require Heinkel; top prices  
 paid; h.p. accounts settled.—899, Fulham Rd.,  
 S.W.6. Renown 6174. (W1105/R)

**MESSERSCHMITT**

**CONCESSIONAIRES** for U.K., including spares.—  
 Cabin Scooters (Assemblies), Ltd., 80, George St.,  
 London, W.1. Hunter 0909. (C022/R)  
**GODFREY'S**, Ltd.—Appointed dealers all depots,  
 including Leytonstone, E.11. See display advts. (C1052/R)  
**KENBOURNE MOTORS**, Bournemouth.—3-wheeler  
 distributors, models from stock; part-ex. welcome.  
 Winton 1802. (C046)  
**CLAUDE RYE**, Ltd., for your new Messerschmitt;  
 immediate delivery; terms, exchanges welcomed.—  
 995-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)  
**COMERFORDS** for Messerschmitts, new and second-  
 hand; lowest possible h.p. rates.—Portsmouth Rd.,  
 Thames Ditton, Emb. 5531. (C1006)  
**1955** KR175, 100 mileage, excellent throughout,  
 unmarked, spare wheel, 5 new tyres; h.p.  
 arranged. £180—12, Spot Lane, Bearded, nr. Maid-  
 stone. (C046)

**TESTWOOD MOTORS**, main distributors, German  
 trained mechanics, £1,000 spares always in stock,  
 best exchange prices, guarantee and service.—Sal-  
 isbury Rd., Totton, Hants. Totton 3611. (C021/R)  
**175** cms.—Messerschmitt 1955 175cc 2-str. cabin  
 scooter, electric starter, excellent condition,  
 taxed; choice 2; terms, exchanges, list. Open 9-7 week-  
 days and Saturdays.—Rowland Smith, Hampstead  
 (Tube), N.W.3. Ham 6041. (C1114)

**MESSERSCHMITT WANTED**

**GEORGE CLARKE** pay most for Messerschmitt.—  
 278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

**MESSERSCHMITT SPARE PARTS**

**PRIDE & CLARKE**, Hockleys—Stockwell Rd., S.W.9. (S1096/R)

**MORGAN**

**MERCURY** offer:  
 £245—1948 Morgan 14 4-seater, Ford 10, Girling.  
 £195—1939 Morgan 4/4 2-seater, red, twin, spares.  
 £175—1939 Morgan 1 Super, cream, nice condition.  
 £175—1937 Morgan super sports, green, excellent.  
 £125—1936 Morgan 14, 4-seater, maroon.  
 £125—1934 Morgan sports, ohv, matchless.  
 £125—1934 Morgan super sports, ohv, Jap.  
 £115—1933 Morgan super sports, ohv, Jap.  
**THIS** week's special; £135; 1935 Morgan super sports,  
 ohv, matchless, red.  
**CHOICE** of several other Morgan 3-wheelers.  
**ONE-THIRD** deposit on all cars, balance 19, 18, or 24  
 months; your motor cycle or combination in part  
 exchange; tel. or write for list; 9-6 week-days, 10-1  
 p.m. Sunday for inspection.  
**MERCURY MOTORS**, Universe House, 624-6, Harrow  
 Rd., Wembley, Wembley 6056-9. (C1094)

**MORGAN SPARE PARTS**

**MORGANS**—All available spares in stock.—F. H.  
 Douglas, Morgan Specialists, 1a, South Balting  
 Rd., Woking, W.3. Eal. 0570. (S0445/R)

**MORRIS**

**MORRIS** 1000 4-door de luxe, dark green; 1000 van  
 in clarendon grey; list price; immediate delivery;  
 your m/cycle taken in part exchange.—Badger Garages,  
 Blandford, Dorset. Tel. 615. (C1168)

**RELIANT REGAL**

**GLANFIELD LAWRENCE** OF FINCHLEY.  
 See the amazing Reliant Regal Mk. III, immediate  
 delivery of coupe and hard top saloon, in choice  
 of colours, h.p. terms available; your motor cycle, 3-  
 wheeler or car accepted in part exchange; immediate  
 insurance cover.—407-419, High Rd. N.12 Tel. Finch-  
 ley 0091-5. (C1044)

**GEORGE CLARKE** for your 1959 Reliant; instant  
 h.p. exchanges.—275-9, High St., Acton, W.3.  
 Acton 6543. (C1018)

**SLOCOMBES**, Ltd.—New and used models often avail-  
 able; part exchanges cars or motor cycles; h.p.  
 terms.—Willenden 4869/3854. (C1103)

**ELECTRICAL AND SPEEDOMETERS**  
**WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS**  
 Spares for LUCAS, B.T.H., MILLER, WICO, VILLERS, etc.

**NEW**  
**EX-W.D. LUCAS MAG-DYNAMOS**  
 3-Brush type. Clock or anti-clock. 8/76  
 Post & Pkg. 4/6  
 Dynamos only. 5/46  
 Mag. post. 5/46  
 Post & Pkg. 3/6  
 Reconditioned. 20/-  
 Voltage Regulators

**SPEEDOMETERS**  
 Year Speedo Head required, cleaned and reset from 8 with the new trip and 70% reduced. 15/-  
 trip, 20/6. Trip model 45/-  
 Exchange Head B Type 19/6  
 80 mph, non-trip 27/6. Trip model 28/6. Post & Pkg. 2/6

**NEW BATTERIES**  
 6 v. Standard type with outside terminals. 17/6  
 Heavy Duty 22/6  
 New Anti-Vibration Type 25/-  
 Carriers 6/6  
 144 P. ENGLISH ELECTRIC MOTOR  
 New Series 300/350 v. A.C. 50 cycles single phase 2,500 r.p.m. Induction type. Self-start. Carr. 8/6. 85/-

**SPECIAL BARGAINS**  
**MOTOR CYCLE COVERS**  
 5 thou. F.V.C. 81 x 65. 65. 11/3  
 Post & Pkg. 1/10  
 12H. x 81. 22/9. Post & Pkg. 2/8  
 6 thou. F.V.C. shaped. 21/-  
 Post & Pkg. 1/6  
 With Screen Cover 28/9. Post & Pkg. 2/8

**Knee Length OVERBOOT**  
 Famous make reinforced rubber. Usual price 44/6. 32/6  
 Post & Pkg. 2/3  
**NEW ARMY PACKS**  
 EX-W.D. 16 x 12 x 4in. Complete with shoulder straps. Can be strapped to canvas bags. Price 8/6  
 Post & Pkg. 1/-

**P. & C. CLUBMAN BOOT**  
 Calf length. Made from finest leather, with proofed leather soles and heels. (Black. Size 6 to 11. P. & F. 3/-). 59/6  
 7/6 Deposit and 6 monthly payments at 9/6

**NEW EX GOVT. SIGNAL NEW EX W.D. POM-POM GREASE GUN** 10in. long. 9/9  
 Post & Pkg. 1/6  
**BRASS GREASE GUNS**  
 With flexible connection. Particularly suitable for Lambretta. P. & F. 2/- 10/6

**EASY TERMS**  
**7/6 DEPOSIT SECURES GOODS VALUE £3.**  
**BALANCE 6 MONTHLY PAYMENTS OF 9/10. LARGER AMOUNTS PRO RATA.**

**SEND FOR FREE NEW ILLUSTRATED CATALOGUE**  
 All Goods dispatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery

**PRIDE & CLARKE**  
 158 STOCKWELL ROAD, LONDON SW9  
 Phone: BR1 6251 • Grams PRICLARKE LONDON  
 Hours: 9am to 6pm. Weekdays only

**RELIANT REGAL**  
**RELIANT** hardtop, 1956 (June), new engine; £325;  
 3 seats.—7, Whitehouse Rd., Dordon, Tarnworth  
 Staffs. Polesworth 416. (8439)

**GODFREY'S**, Ltd., for Reliant Regal 3-wheelers at  
 all depots, including Bushwood Corner, Leyton-  
 stone, E.11. See display advertisements. (C1052/R)  
**CLAUDE RYE**, Ltd., for your new Reliant; immediate  
 delivery; exchanges welcomed.—895-921, Fulham  
 Rd., S.W.6. Renown 6174. (C1105/R)

**245** cms.—Reliant Regal December 1954 4-cylinder  
 Mark 2 coupe, choice 2 Reliants; terms, ex-  
 changes, list. Open 9-7 week-days and Saturdays.—  
 Rowland Smith, Hampstead (Tube), N.W.3. Ham.  
 6041. (C1114)

**MEETEN'S**, Shannon Corner, New Malden (S1010),  
 for your new 1959 Reliant Regal coupe or hard  
 top from stock; lists, demonstrations and tuition free;  
 lowest and longest h.p. terms permissible; Reliants are  
 a proven all British product, from £435/3/6. (C1205)

**GLANFIELD LAWRENCE** (HIGHBURY), Ltd., sole  
 distributors in London for the new Reliant Regal  
 Mark III—the car on 3 wheels. See it in its up-to-date  
 form—Streamlined, roomier, more comfortable, better  
 performance, synchronous gear box (reverse optional).  
 Choice of colours; immediate hire purchase, part ex-  
 changes welcomed; Reliant sales, service, spares.  
 Write, phone or call for illustrated catalogue. See  
 the Reliant at your home at required. (C1191/R)

**GLANFIELD LAWRENCE** (HIGHBURY), Ltd.,  
 Reliant House, 28-32, Highbury Corner, N.5. Nor.  
 2791. (Showrooms open 9-6 p.m. daily, Monday to  
 Saturday.) (C1191/R)

**RELIANT REGAL WANTED**

**GEORGE CLARKE** pay most.—278, Brixton Hill,  
 S.W.2. Tulse Hill 3211. (W1019)

**ROWLAND SMITH'S**, the Reliant Regal buyers.—  
 Hampstead High St., London, N.W.3. Ham. 6041.  
 (W1118/R)

**GLANFIELD LAWRENCE** (HIGHBURY), Ltd.,  
 Reliant distributors, offer top prices for Reliant  
 cars and new vans; part exchanges or cash; our buyer  
 will call if necessary. (C1191/R)

**RELIANT HOUSE**, 28-32, Highbury Corner, N.5.  
 Tel. North 2791-2. (W1191/R)

**RELIANT REGAL SPARE PARTS**

**EVERYTHING** for the famous Reliant three-wheelers;  
 we hold the largest stock of Reliant spares and  
 accessories in the country; immediate over-the-counter  
 service or twenty-four hours by c.o.d.; full servicing  
 facilities, stores open 9 a.m. to 6 p.m., Monday  
 to Saturday.—Glanfield Lawrence (Highbury), Ltd.,  
 Reliant House, 28-32, Highbury Corner, London, N.5.  
 Tel. Nor. 2791. (S1191/R)

**RENAULT**

**SLOCOMBES**, Ltd., the Renault enthusiasts, ex-  
 changes cars or motor cycles.—Willenden 4869/  
 3954. (C1103)

**THREE-WHEELERS AND CARS WANTED**

**ROWLAND SMITH'S**, the 3-wheeler buyers.—Hamp-  
 stead High St. (Hampstead Tube), London, N.W.3.  
 Open 9-7 week-days, and Saturdays. Ham. 6041.  
 (W1114/R)

**COMMERCIAL 3-WHEELERS**

**COMERFORDS**—£175/1. 1957 Lambretta Commercial  
 delivery truck, mileage under 100, fully guaran-  
 teed.—Portsmouth Rd., Thames Ditton. (C1006)

**EXCHANGE AND WANTED**

**LET** Tele Autos make an offer for your machine;  
 immediate settlement.—59, High St., Waltham  
 Cross. (C1228/R)

**CONWAY MOTORS** urgently require late motor  
 cycles.—301, Goldhawk Rd., W.12. Tel. No.  
 (Sales) Riv. 4821-3. Spares, Riv. 5725. (W1021/R)

**PUTNEY AUTOS** purchase good post-war machines;  
 immediate cash payment; h.p. accounts settled.—  
 263, Putney Bridge Rd., S.W.15. Tel. Putney 1166.  
 (W1138/R)

**CLAUDE RYE**, Ltd., good clean machines urgently re-  
 quired. Highest possible prices paid in cash on the  
 spot! H.P. accounts settled. If you cannot call, write  
 for labels. We pay carriage.—895-921, Fulham Rd.,  
 S.W.6. Renown 6174. (W1105/R)

**WHITBYS** urgently want 350 good, clean, post-war  
 sofas, combinations and scooters, immediate spot  
 cash paid; h.p. accounts settled; if yours is a peach we  
 want it, so send full details or come along now and get  
 the highest price without any fuss.—Whitby's of Acton,  
 Ltd., 275, Acton Vale, London, W.3. She. (W1128/R)

**G. K. RAE**—If you wish to sell remember that we  
 will definitely pay within 30/- of the full market  
 value for all good modern motor cycles, combinations  
 and scooters offered; h.p. accounts settled and balance  
 paid in cash. If you really mean business and wish to  
 raise the highest possible price for your machine, come  
 quickly and without fuss, it will pay you to call, phone  
 or write and get our offer; established over 35 years  
 and known for courtesy and honest dealing. Ask  
 your Dad. (W1107/R)

**G. K. RAE**, 3, Great West Rd., Chiswick, W.4. Tel.  
 Chiswick 2451. (Beginning at Great West Rd.)

**AUTOCYCLES, CYCLEMOTORS, ETC.****MINIMOTORS**

**MINIMOTORS** and all spares per return of post.—  
 Blays of Twickenham, Ltd., 132, Heath Rd.,  
 Twickenham. (C069/R)

**MOBYLETTE AUTOCYCLES**

**PRIDE & CLARKE**—All models available, generous  
 exchange allowance for your cycle or moped; terms.  
 —Stockwell Rd., S.W.9. Bri. 6251. (C1096/R)

## NEW SPARES

### B.S.A. VILLIERS TRIUMPH AMAL BURMAN ARIEL



**AMAL CARBURETTOR**

353-83  
375-85  
376-85  
389-85



**EXHAUST PIPES**

NORTON 10H 22-10  
ARIEL 300 c.c. 23-  
TRIUMPH 41-  
B.S.A. 301, 300 c.c. 23-  
Care - 2-  
Optimum and downswep. Quotations for your model "By Return" post.



**CYLINDER BARRELS**

ARIEL 350 c.c. 64-49  
300 c.c. 65-13  
B.S.A. 301, 300 c.c. 65-13  
TRIUMPH 41-  
Norton 10H 22-10  
Carriage 8-  
Gearbox sprockets  
Norton 89  
Burman 8  
Burman 8A  
200 c.c. B.S.A. 15-  
Most other makes in stock. State make and model when ordering. Post & Pkg. 1/-



**REAR WHEEL**

ARIEL 350-600  
c.c. 25-8  
TRIUMPH 303  
Norton 300  
c.c. 70-8  
For most makes and models. Post & Pkg. 1/6.



**VALVES**

B.S.A. A10 21- F. & P. 1/-  
Most makes and models in stock.

**EASY TERMS: 1 deposit. Balance over 6 months.**

**SEND FOR FREE NEW ILLUSTRATED CATALOGUE**  
All Goods dispatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery

## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9  
Phone: BR1 6251 • Grams: PRICLARKE, LONDON  
Hours of Business: 9 a.m. to 6 p.m. Wednesday 10 a.m. to 5 p.m.

## WANTED!

### MOTOR CYCLES 3-WHEELERS

WE PAY CARRIAGE OR YOUR  
FARE HOME IF YOU SELL TO US  
Highest Cash Offer "By Return"  
or Phone BR1 6251

### IF YOUR BIKE IS GOOD OUR OFFER IS BETTER USE THIS TIME-SAVER!

I wish to sell my 19..... c.c.  
Make..... Model.....  
Condition.....  
For which I must have £.....  
NAME.....  
ADDRESS.....

## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9  
Phone: BR1 6251 • Grams: PRICLARKE, LONDON  
Hours of Business: 9 a.m. to 6 p.m. Wednesday 10 a.m. to 5 p.m.

### MOBYLETTE AUTOCYCLES SPARE PARTS

**PRIDE & CLARKE**—All spares and accessories in stock, sent for cash or c.o.d., easy payments.—Stockwell Rd., S.W.9. BR1 6251. [81098/R]

### N.S.U. QUICKLY

**GIFTS OF SOUTH HARROW** for N.S.U. Quickly: terms, exchanges.—Byron 2484. [C1053/R]

**WHITBYS OF ACTON** for Quickly and all other mopeds.—275, Acton Vale, London, W.3. She. 5355. [C1128/R]

**HUMPHREYS**—North London distributors for N.S.U. Quickly: full range of Quickly spares and accessories available, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1, Euston 3326. Close Thursday 1 p.m. [C1056/R]

### POWER PAK

12 pens.—Power Pak, 1954, 49cc, fitted with Phillips cycle; choice 3 motorized cycles; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, (Hampstead Tube), N.W.3, Ham. 6041. [C1114]

### RAYNAL AUTOCYCLE SPARE PARTS

Official spares and service depot (home and export).—4, Ruslip Rd., Greenford, Wanslow 3255. [0526]

### VICTORIA NICKY SPARE PARTS

**PALMERS** for Victoria Nicky spares and service.—81, Stanley Rd., Teddington, Molesey 1646. [81003]

### ZUNDAPP COMBINETTE

**GIFTS OF SOUTH HARROW**—Immediate delivery; part exchange welcome.—369, Northolt Rd., Byr. 2484. [C1055/R]

### AUTOCYCLE SPARE PARTS

**KAYS OF KALINGO, Ltd.** Autocycles spare parts, stockists, Trade supplies, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2307. [81075/R]

### SIDECARS

**GEORGE CLARKE MOTORS.**  
100 used sidecar bargains and dozens of used sidecar bodies and chassis many from 41; terms, phone or call for list.—875, Brixton Hill, S.W.2, Tulse Hill 3211. [M1019]

### RAYMOND WAY OF KILBURN.

FOR your new sidecars on hire purchase.  
**RAYMOND WAY**, Willenden Lane, Kilburn, N.W.6. [M1052/R]

**PERCE RYE**—Second-hand sidecar chassis.—2, Wards Ave., Fulham, S.W.6. Renown 6314. [M1199/R]

**WHITBYS**—100 sidecars in stock, fitted free; easy terms.—275, Acton Vale, London, W.3. She. 5355. [M1128/R]

**GODFREYS, Ltd.** for all popular sidecars, all depots.  
—Maida Vale 5034. Open 9-7, Bats. 9-5. [M1150/R]

**RON MCKENZIE**, 961, Chester Rd., Streteford, Manchester; all types bought and sold; exchanges and terms. [M1096]

### WING SIDECARS

Build your own sidecar and save £s. everything made easy for you; guaranteed lightest, strongest and largest 2-door saloon made.

### WING SIDECARS

For new 30-page price list with practical hints and tips; everything from plans to paint, frames, beatings, windows, celluloid, Perspex, seats, hooding, trimmings, fittings, etc.; send P.O. 2/- and stamp.—Wing Sidecars, 195, High St., Wokingham, Kent. [M1132/R]

### WHITTAKERS OF BLACKPOOL for Watsonian.

Busmar and Swallow sidecars; immediate delivery from stock.—19, Cockton St., Blackpool. Tel. 24828. [M1139/R]

**MUNDAYS**, London leading sidecar specialists and rider agents for Watsonian, Swallow, Canterbury, Blacknell, Haven, Streamline, Garrard and Wessex sidecars.

**MUNDAYS** a very good stock of secondhands for callers only, all fitted free, springer, or rigid; free driving tuition to beginners.—124, Dalberg Rd., Brixton, S.W.2. Bri. 5365. [M1107/R]

**NEW Canterbury, Swallow and Watsonian in stock, terms, exchanges; list; open 9-7 week-days and Saturdays.** Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [M1114/R]

**PRIDE & CLARKE**, sidecar specialists.—800 new and used models; spares for every make; see our display advert, page 41.—Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

### LONDON SIDECARS

The 100% specialists. We haven't 200, nor has anyone else. Available: Busmar, all popular models, Watsonian, Manx, Monarchs, Avons, V6 chassis, Rankin, complete range Canterbury, Venom, Valliant Eagle, exchanges.

### LONDON SIDECARS

All sidecars fitted free by experts, 30 years' experience, realignments and refitting.

### LONDON SIDECARS

A few new models for callers: guards, wheels, fittings, V6 and V8 lines, kils.—146, Brixton Hill, S.W.2. 9 to 6. Wed. 1 p.m. Tel. 3631. [0807/R]

**SLOCUMBS OF NEASDEN** have a magnificent selection of new sidecars or a match any model, including Watsonian, Swallow, B.S.A., Busmar, Garrard, Canterbury, Blacknell, Surrey; fitted free by experts; hire purchase terms and exchanges.—239, 271, Neasden Lane, N.W.10. Gladstone 3355-6. [M1112/R]

**RENNOS** lowest self-financed terms, new sidecars, 2-seater, singles, also Surrey Rambler scooter saloons, Rennos part built fully panelled 2-seater bodies, 10gms, semi-sports, 9gms; join the deposit club, pay what you like, delivery when required.—232-3-4, Upper St., Kilbury Corner, N.1. Can. 2021. [C1104]

## LARGEST DISPLAY NEW SIDECARS IN GT. BRITAIN

**ALL MAKES**

**ALL MODELS**

**B.S.A. • Blacknell • Busmar • Canterbury • Garrard Rankin • Swallow • Streamline • Watsonian**

### USED BARGAINS

CANTERBURY GARRARD 3-seater saloon on GMC 5A chassis. Black/maroon	605 10 0
GARRARD 5.50 de Lense on Mark 3 chass chassis brake, Grey/maroon	600 10 0
New RANKIN HIFORD full-door D.A. on used Watsonian VU21 chassis. Choice of colours	571 15 5
RAVEN C.A. saloon on Watsonian VU21 chassis. Black/silver	600 10 0
New STREAMLINE C.A. saloon on used Watsonian VU21 chassis. Choice of colours	550 1 0
New CANTERBURY VALIANT C.A. saloon on used Watsonian VU21 chassis. Choice of colours	550 1 4
WATSONIAN MAXSTONE C.A. saloon on VU21 chassis. Maroon	600 10 0
BLACKWELL BULLITT sports on safety chassis, black	640 10 0
GARRARD 500 sports on rigid Mark 3 chassis. Belg. maroon	600 10 0
WATSONIAN WINDSOR lightweight sports on L.X. chassis. Black	605 10 0
SWALLOW COMBANDRO sports on VU21 chassis. Black/red	600 10 0
WATSONIAN ETON lightweight saloon on L.X. chassis. Black	620 10 0
SURREY RAMBLER saloon on Surrey lightweight chassis. Grey	600 10 0
WATSONIAN MONARCH Tourer on VU21 chassis. Maroon	600 10 0

A SELECTION OF LOW-PRICE BARGAINS AVAILABLE TO CALLERS ONLY

1/3rd deposit, balance over 24 months. Exchanges welcomed—any make, year or model. H.P. accounts notified. Special Dept. for Post Orders. Small deposit reserves any sidecar. Send for Free Illustrated Catalogue and Lists.

## SIDECAR SPARES

**HUGE STOCKS OF NEW SPARES FOR WATSONIAN, SWALLOW, GARRARD, CANTERBURY, B.S.A., STREAMLINE, BLACKWELL, BUSMAR, RAVEN, LUMIN.**

### SWALLOW SCREENS COMBANDRO SPORTS MODELS

Model	No.	Price
101	101	55/8
102	102	56/4

For 60 Screen Chass. & Pkg. 2/-. [M1132/R]

### REAR LUGGAGE GRIDS

Polished Alloy complete with nuts and bolts for fitting. Post & Pkg. 1/3. [M1132/R]

Very strong. Rubbed. Black enameled. Suitable all makes.

Sin. 21/-  
Post & Pkg. 4/-

### ELLIP-TICAL SPRINGS

Size	Price
4+1 Load	24/2
5+1 Load	26/7

For 60 Screen Chass. & Pkg. 2/-. [M1132/R]

### REAR BUMPER BARS

Polished alloy, complete with fitting brackets. Post & Pkg. 1/3. [M1132/R]

16/9

### SWALLOW FOLDING HOODS

Finest quality complete with frame. P.A.P. 2/6. [M1132/R]

HOODS, less frame 49/6  
JET HOODS 35/11  
With Frame 45/10

### EASY TERMS

7/6 DEPOSIT SECURES  
GOODS VALUE £3. BALANCE 6 MONTHLY PAYMENTS OF 9/10. LARGER AMOUNTS PRO RATA.

**SEND FOR FREE NEW ILLUSTRATED CATALOGUE**  
All Goods dispatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

## PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON SW9  
Phone: BR1 6251 • Grams: PRICLARKE, LONDON  
Hours of Business: 9 a.m. to 6 p.m. Wednesday 10 a.m. to 5 p.m.



# LEDA Stores

## SAFETY HELMETS



Everoak T.T. 70/-  
Everoak 51/6  
Cub Everoak 50/-  
Stadium Cruiser 46/6  
Stadium V gel. 59/-  
Stadium Clipper 51/6  
Everoak Ace 46/6  
Blazer "A" 74/0  
Blazer Defender 86/-  
Blazer Premier 51/0  
P. & P. 1/6 on each



## See the famous BLIZZARD SUIT

The completed protection ever devised. Keeps out the coldest weather. P. & P. 3/- 10 gns.

We are specialists in Motor Cycle Clothing. Stockists of: BELSTAFF ARMADRAKE WEATHERITE MASCOT SLAZINGER STADIUM OCTOPUS PRODUCTS

## MOTOR CYCLE WINDSCREENS 45/-

"Aerodyno" two-piece screen in true aerodynamic shape. Deflects headwinds over rider's head. Perfect vision in all weathers. Perfect screen size 15 1/2 x 14 1/2 x 16 in. 75/- "JUNIOR" as above but a little smaller screen 65/-

Also Model 212 (Senior) 55/- Model 210 (Junior) 45/- P. & P. 2/- on each.

## 15/6 P. & P. STOP REAR LIGHT WITH BUILT-IN REFLECTOR

Diagonal front—smooth easy to clean. Price includes 3 easily interchangeable standard bulbs.

## NUMBER PLATE 5/6 REARLIGHT

Easily fitted to all types of number plate. Price includes bulb. P. & P. 1/6.

## BELSTAFF PVC MOTOR CYCLE & SCOOTER COVERS from 21/-



Motor cycle (without windscreen) 21/- With windscreen 28/6. Scooter shaped covers. Made to fit Lambretta and Diana 30/- Bells 27/6 Vespa 27/6. HORN & DIPPER P. & P. 1/6 on each.

## MONEY BACK IF NOT SATISFIED

## SCOOTER MIRRORS (No. 2095 All Chrome) 10/6 P. & P. 1/-



## POST or CALL

10 MORDEN COURT PARADE CLOSE TO MORDEN STATION 93 BUS PASSES THE DOOR 22 CLIFFE HIGH STREET (Lewes 1439) POST ORDERS TO (MC) MORDEN, PLEASE

MORDEN SURREY Mifflam 4466 LEWES SUSSEX

## SIDECARS

COMERFORDS for sidecars.—Very large selection of second-hand models from £20; all new models in stock including Busmar, Watsonian, Swallow, Canterbury, Blacknell, Garrard, Surrey, Wessex.—Portsmouth Rd., Thames Ditton, Emb. 5531. [M1006]

FISHERS OF ACTON.—One-third deposit, balance 12, 18 and 24 months.—Blacknell d/a on safety chassis with brake wheel. £49/10; d/a Surrey on VQ21 chassis, as new; £59/10; c/a saloon and sports sidecars from £29/10; Blacknell Bullet, on safety chassis, £29/10; Avon, on A-type chassis with brake wheel, £49/10.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005]

## BLACKNELL

BLACKNELL.—Makers of the world renowned "Safety" chassis; see our luxurious range of "Comfort and Safety" sidecars at all leading dealers throughout the country.—Illustrated catalogue from Blackwell Sidecars, Ltd., Tidmas Factory, Alfred St., South Nottingham, Tel. 42183. [0562/R]

## BUSMAR

BUSMAR make for best family sidecars.—Write for free illustrated brochure to Busmar, Ltd., Field St., Blackpool. [0105/R]

COMERFORDS, Surrey distributors for Busmar sidecars.—Delivery from stock, including Astral.—Thames Ditton, Embrook 5531. [M1006]

## CANTERBURY

CANTERBURY SIDECARS invite enquiries on their child/adult double adult models at Arisdale Ave., 8th, Ockendon, Romford, Essex. 8th, Ockendon 2224 (7 lines). [0320/R]

## GARRARD

GARRARD SIDECARS.—Write for catalogue and details of the revolutionary swinging arm Grand Prix; £96/15/8 including tax; the greatest advance in sidecars design in 50 years.—78, Walmer Rd., London, W.10. Tel. Ladbroke 1812. [0193/R]

## RANKIN

RANKIN SIDECARS, Ltd., Ash Rd., Saltley, Birmingham, 8.—Write for catalogues, etc. [0520/R]

## RAVEN

RAVEN sidecars, write for details of our inexpensive range of sidecars.—76, High St., Cheshunt, Herts. Waltham Cross 5090. [0341/R]

## STEIB

STEIB.—World-famous sports sidecars incorporating modern all-steel lightweight construction and design features to suit all motor cycles.

S501 weight 170lb £97/12/4, or with hydraulic brake, £112/11/9; S550, 156lb, £85/17/11, or with brake, £95/17/6; S250, 155lb, £88/17/8, or with brake, £100/2/5.

DELIVERY and fitting free in 4-5 weeks, including matching colours.

SEND for price lists, h.p. terms and illustrated catalogues to sole suppliers, A.F.M. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 5011.) Open Sat. 9.30 a.m.-12.30 p.m. (sales only). [M1189/R]

## STREAMLINE

SEND for brochures.—Streamline Sidecars, Ltd., Rectory Lane, Loughton, Essex. Lou. 4938. [C223/R]

## SURREY

SURREY SIDECARS for lightweights.—Station Works, Coulsdon, Surrey, Uplands 8752. [0627/R]

## WATSONIAN SPARE PARTS

WEST LONDON MOTOR AGENCIES, Ltd.

WE carry the largest stock of Watsonian spares in 1121, West London.—436, Uxbridge Rd., W.12, She. [81133]

BRACKPOOLS.—Large stocks of Watsonian and Swallow spares, post orders given immediate attention.—228, Stansted Rd., Forest Hill, S.E.23, For. 2585. [0504/R]

## SIDECARS WANTED

MODERN sidecars urgently required.—146, Brixton Hill, S.W.2. [0508/R]

MODERN sidecars or chassis urgently required.—Munday's, 124, Dalberg Rd., Brixton, S.W.2, Bri. 5365. [W1107/R]

## SIDECARS SPARE PARTS

PRIDE & CLARKE.—Huge stock all makes; quotations; c.o.d.; easy payments.—158, Stockwell Rd. S.W.9, Brixton 5251. [81098/R]

CANTERBURY SIDECARS offer a full and comprehensive range of spares of all types; keen in price and speedy in dispatch; fully illustrated spares catalogue available, 3/- post paid; enquiries from your local dealer or direct to: Canterbury Sidecars, Ltd., Arisdale Ave., South Ockendon, Romford, Essex. Tel. South Ockendon 2224. [0321/R]

## SIDECAR REPAIRS

REPAIR specialists to any make of sidecar.—Andre Sidecars, 469, Andre St., E.3. Tel. Cl. 0438. [0125/R]

## TRAILERS

TRAILERS designed for use with m/c comb. for campers, etc.; booklet free, attractive easy terms.—Payne & Broughton (MC) Trailers, Newark. [0175]

## SELF-DRIVE HIRE

LAMBRETTAS for self-drive hire.—White and Martin, 18, Ashfield Parade, Southgate, M.14, Pal. 1035. [M1152/R]

## BEARINGS

ALPHA BEARINGS, Ltd., Dudley, Worcestershire. Britain's largest big-end bearing specialists. [0499/R]

CLAUDE RYE, Ltd.—Ball, roller, wheel, big-end bearings, etc.; largest stock in England.—86-92, Fulham Rd., London, S.W.6. Remov. 6174. [M1105/R]

## better fit

# WIPAC

## WIPACITY

... it has the capacity for longer life, exceptional performance and the highest standard of workmanship.



## 3/8 SPARK PLUG RANGE

Guaranteed for performance

Obtainable through your Dealer & Halfords branches

THE WIPAC GROUP—BLETCHLEY—ENGLAND

## WESSEX SIDECARS

CHILD ADULT £125.19.11 inc. P.T.  
SINGLE SEATER £102.5.11

Write for full details to:

WESSEX SIDECARS LTD.

Othery, Bridgwater, Somerset.

## TYRES CASH OR TERMS

RIDE IN, RIDE AWAY—Free Fitting. We stock every make and size. Sports, Trials, Universal Ribbed and Racing. Buckland Batteries from 77/6.

TOOTING TYRE SERVICE LTD.

Dept. MX 648-656 Garratt Lane, Tooting, S.W.17

Wim. 8711/2

27 Greenwich South St., Greenwich, S.E.10 Gre. 5192

Open Weekdays 8-5.30-6.45. Sunday (Fitting only) 10-1.

## For Comfort & Improved Appearance

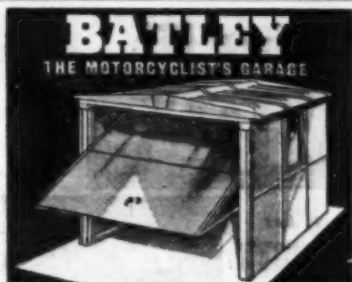


£7.10.0

★ Superbly made in Matching Colours. Laminated Fibre Glass. ★ Fits 6" & 7" Headlamps. ★ Fitted in ten minutes.

From All leading Motor Cycle Agents.

A.M.L., Birmingham, 17. Wholesale only



### WITH EXCLUSIVE ROOF DESIGN

An easy to erect portable concrete garage, which can be extended at any time to take a motor car. No foundation required. Available with hinged 'Up & Over' Doors. No maintenance required. Deferred terms available. 5 years free fire insurance.

8' 4" x 8' 3"  
**£41**

Write for FREE Brochure to:  
**ERNEST BATLEY LTD., 57 Colledge Road, Holbrooks, Coventry. Telephone: 89245/6**

## PANKHURST OF HAMMERSMITH

For Your **Bella**

**314 KING STREET, W.6**

Phone: RIVerside 1401

## FRED LTD FEARNLEY

LONDON  
772 LEA BRIDGE ROAD, LEYTON, E.17  
MANCHESTER  
692/4 AUSTIN OLD ROAD, OPENSHAW 11

better fit

# WIPAC

### ... it has WIPACITY

... the capacity for longer life, exceptional performance and the highest standard of workmanship.



CLEARSTONE HORN

36"  
EXCHANGE PRICE 27/6  
6 and 12 v. High or low note

Obtainable through your Dealer & Halfords branches

THE WIPAC GROUP-SLETHLEY-ENGLAND

### CLOTHING

RACING clothing: Hats free—Racing Clothing. S. LEWIS'S, 27, Carburton St., W.I. Pioneers of racing and motor clothing; no connection with any other firm.

CROMWELL Carburton crash helmets, latest T.T. low-crown B.S.I. A-G U. models are the finest helmets made; we supply star riders all over the world, including Geoff Duke and John Surtees; A/115/2, 65/1, A/114/2, 72/2; it pays to buy the best; buy from local stockists, if unable to supply send direct to us, kindly note new prices; Cromwell Nolls new models, B.S.I. 2001-56, 54/-; detachable peaks, 6/-; trade supplied.

RACING goggles, Junior Champion, 35/-, Senior, 64/6, ditto curved safety glass, 33/6; No. 88, 24/6. RACING suits, streamline one-piece horsehide and bullhide, racing boots, slip back, 125/-, 132/6; slip front, 52/6; horsehide gloves, 12/-; cowhide, 19/6; chamois back, 18/6; extra long horsehide fitted slip, 27/6; hats free; Barbour suits, immediate delivery; motor clothing of every description; we stock the latest type car racing crash helmets—Isle of Man agents—Gilbert Harding, 18, Duke St., Douglas.—S. Lewis of Carburton St., Euston 4793 [M1197]

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at cheapest prices; hundreds of other bargains.—599, 921, Fulham Rd., S.W.6. Renown 6174 [M1105/R]

### CABLE LUBRICATORS

"ONE of the most successful of present-day lubricators."—The Motor Cycle, July 31st, 1953. 5/6 or 5/3 with grease nipple. B & B Precision Contracts, Rear 237, Lower Addiscombe Rd., Croydon, Surrey. [0210/R]

### CARRIERS AND PANNIERS

REAR carriers available for most machines. 27/6 and 37/6; send for details. CRAZE BROS., Ltd., 473-5, Christchurch Rd., Boscombe, Hants. Tel. Bos. 33251-2. [0227/R]

### CARBURETTORS

PRIDE & CLARKE, largest Amal stocks in the world.—Stockwell Rd., S.W.9. Brixton 6251. [M1098/R] CLAUDE RYE, Amal, largest stocks in the country.—899, Fulham Rd., S.W.6. Renown 6174. [M1105/R] COMERFORDS.—Bing and Magura carburettor spares and controls from stock; trade and retail; c.o.d.—Portsmouth Rd., Thames Ditton. [M1006]

### CELLULOID, ETC.

BLV'S PLASTICS, celluloid, Cobex, Vybec, Perspex sheet; see "Hoods, Screens and Muffs" section. [0563/R] CLAUDE RYE, Ltd., Vybs, non-flam, flexible transparent sheet, does not crack or discolour; 30th, 50th, 26in, 21/-; 40th, 50th, 26in, 27/6; p. & p. 1/6.—899, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

### CHAINS

PRIDE & CLARKE—New guaranteed chain, 3/4"x3/8"—5/4, 6/7 per foot, 1 1/2"x3/8, 5/7 per foot; post extra.—Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

1000ft. clearance stock chain, 3/4"x3/8, 1/6ft; 1 1/2"x3/8, 205/-; 1 1/2"x3/8, 2/6 ft; 2 1/2"x3/8, 2/6 ft; Morgan, 3/- ft; post 1/6.—Long, 148, Broad Lane, Hampton, Middx. [0509]

CLAUDE RYE, Ltd.—New chain, 1 1/2"x3/8, 6/6 ft; 1 1/2"x3/8, 1 1/2 ft; 1 1/2"x3/8, 7/6 ft; 1 1/2"x3/8, 9/- ft; post extra; all other sizes in stock.—899-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

### CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7 (L), Endeavour Court, Upper Woburn Place, G.C.1. Deferred terms. Booklet sent. [0004/R]

### CYLINDER GRINDING AND BORING

S. A. COLES for the perfect rebore, 24-hour service.—364, High Rd., E.10. Ley. 7171. [M1017/R] 24-HOUR service, your cylinder rebored and new Hepolite piston supplied from stock; reasonable charges for first-class work.

KINGSTON MOTOR CYCLES, Ltd., 26, London Rd., Kingston-on-Thames. Tel. Kin. 2243. [M1073/R]

BRACKPOOLS.—Reboring, sleeving, 24-hour service, Centricast liners, pistons, all sizes from stock.—228, Stanstead Rd., Forest Hill, S.E.23. For. 2585. [0461/R]

ELEANOR MOTORS.—Rebores, sleeving, 24-hour service; exchanges H.S.A., Triumph, trade and retail.—265, Mare St., Hackney, E.8. Ambrose 5134.2923 [0240]

PISTONS complete or rings only, thousands in stock, many old types, c.o.d. by return post; reboring and sleeving on the Churchill grinder 24-hour service; send your cylinder securely packed to:—

MARSDEN'S Repair Department, 18, St. Michael's Lane, Leeds, 6. Tel. 51415. [0239/R]

CLAUDE RYE, Ltd.—Reboring 15/- per bore plus cost of piston, sleeving 32/6 extra, most W.D. and pre-war pistons supplied at greatly reduced prices; send s.a.s. with details of machine for quote.—6921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

VICTOR MARTIN & Co., Ltd., Elmhurst Works, Bruce Grove, N.17. Tel. 2244. Specialists in inserting, polishing, reboring, grinding, remounting, racing and commercial engines; recommendations; all J.A.P. engines and spares in stock. [0417/R]

### DUAL SEATS AND COVERS

TO fit most seats, black or clear, 6/-; Tartan, blue or red, 8/-; Vynide, 23/9; genuine H.S.A. or Dunlop, 31/3; state year and make of seat.—Craze Bros., 475, Christchurch Rd., Bournemouth. [0225/R]

# GLANFIELD LAWRENCE

### PISTONS

Comprehensive range of Wellworthy and Hepolite pistons for all machines. All standard and oversize rings and pistons from 12/6.



### CYLINDER BARRELS

with pistons, B.S.A. Service Exchange D1 41/10/-, "B" G.P.O. 41/10/-, "A" Group 41/12/6.



### BIG END ASSEMBLIES



For all recent models. ARIEL N.H. 53/-.



### BALL RACES

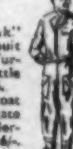
Every type in stock for engine, gearbox from 7/6.

### RIDING CLOTHING, MOTORCYCLE, SCOOTER

BELSTAFF—Black "Prince" PVC suit 44/12/6. Jacket only 42/6. Trousers only 42/12/6.



BELSTAFF—"Scotterjak" Ladies' PVC suit in Black, Turquoise and Bottle Green, 44/12/6. Mascot PVC coat (Black), state size when ordering. 44/14/-.



### HELMETS

To specification B52001/56. Avialite 59/11/-, Corker 63/6, Slazenger Premier 52/1, Cromwell Noll 54/-.

BOOTS HAWKINS—Cut length with luxurious lambswool lining, leather soles, rubber heels 109/-, state size when ordering.



### GLOVES

Slazenger—WARMANTUFF Gauntlet 43/6, WEATHERBLOCK Gauntlet 43/9/6, RAINBLOC Gauntlet 41/19/6, Ladies' Scooter Mitts 41/14/-.

GOOGLES from 4/6. MK8 41/5/-, MK9 41/7/6. Scooter parts 9/6.



**SPARES**  
Always in Stock

Glanfield Lawrence's Spares and Accessories Departments are in keeping with the reputation of a firm which is "Known Nationally" as one of the largest retailers of new and used Motorcycles, Scooters, Three-Wheelers and Cars in the Country. Write, phone or call for immediate attention. Quotation by return. Postage and Packing extra.

### LONDON

FINCHLEY 407-419 High Rd., N.12 (Fin. 0091) HIGHBURY 28-32 Highbury Car., N.5 (Horn 2791) CARDIFF 2-10 City Rd. (Cardiff 20331) BRISTOL 47-45 Bath Rd. (Bristol 78001) PORTSMOUTH 139-147 Fosse Rd. (Ports. 27951) SWANSEA 20 Rutland St. (Swansea 30311)

## T.C. Munday & Co. Ltd.

W.H.J. PEACOCK & R.W. PEACOCK

### THE SIDECAR SPECIALISTS!

SECONDHAND SIDECAR BARGAINS	
SWALLOW Commando on Watsonian	
Kwikfit chassis	£22 10
WATSONIAN Avon Sports on VG21	£47 10
BLACKNELL Snug for 250/350 c.c.	£57 10
STREAMLINE C/A, sal. on Swallow Velvet	£57 10
WATSONIAN Avon on VG21 springer	£59 10
WATSONIAN Avon sports on VG21 with	
brake	£59 10
STREAMLINE D/A on VG21	£77 10
CANTERBURY Eagle 2-seater saloon, 9A	
chassis, sprung wheel and brake, cost £123	£89 10

All supplied with fittings for any machine, fitted free, springer or rigid. 1/3rd dep. balance 12, 18 or 24 months.

#### FREE TUITION TO BEGINNERS

#### MOTOR CYCLES

'57 MERCETTE 2-speed, as new	£37 10
'55 MATCHLESS 350 c.c. springer, d/seat	£129 10
'55 JAMES 197 c.c. Captain, S/A, D/S, taxed	£75 0
'49 TRIUMPH 500 Speed Twin, sprung hub	
and C/A saloon, very clean	£89 10
'55 B.S.A. A10 Flash, sprg., black, and	
Watsonian Maxstoke 65, taxed	£109 10
Complete stock of Watsonian and Canterbury side-	
cars. Stockists of Swallow, Streamline, Garrard,	
Blacknell and Vessex sidecars.	
Make sure your next sidecar is Munday fitted, for an	
outfit with a	
"Munday fitted" sidecar is a "Joy to Drive."	

124 DALBERG RD. BRIXTON S.W.2

BR1:5365 - 9-630 Daily - Closed Sundays

Junction of Effra Parade, Water Lane and Dulwich Rd.

**SOLID LEATHER**  
**BLACK ARMY**  
**DESPATCH RIDERS**  
**BOOTS**  
**ONLY 25/-**

NEW! Best 25/- only, plus 3/- post, and handle this best on 7 days' approved. The cash price plus return postage will be instantly refunded if you do not find them worth 25/- at least. Take them to your boot dealer for independent valuation. Full chrome leather of the finest quality, self length. The sides and heels are of the finest HEAVY LEATHER you have ever seen, seen, pegged and riveted. By best makers in country, every pair bearing maker's name, which cannot be published. Unusual. Ideal! Kickboots. Sizes 5 to 13.

R.A.P. KAPON Flying Boots, sizes 22 to 40, 21/-, post 2/6. 42 to 46 2/- extra. SEND FOR FREE ILLUSTRATED LISTS OF CLOTHING, WATCHES, TEXTS, MARQUESS, KEEPER BAGS, TELESCOPES, BINOCULARS, etc. TERMS.

What a sensational offer—new proof Flying Suits in original model costume, manufactured and dated by Goot, 1946. Must have cost over £10 to make but because of enormous purchase by Tender we offer these Flying Suits made of real gaberdine for only 12/11, plus 2/7 p. & p. Sizes 14 to 40. Sizes 42 to 46, etc. 2/0. Beautifully made, completely proof with warm collar. LISTS, CLOTHING, FOOTWEAR, WATCHES, RINGS, JEWELLERY, etc.

**NEW! NEW! NEW!**  
**RAE FLYING SUITS**  
**ONLY 12/11**  
**Real Gaberdine Proof**

HEADQUARTER & GENERAL SUPPLIES LTD.  
(Dept. MC/15) 100-200 Goldharbour Lane,  
Loughborough Junc. London, & E.S. Open Sat. Wed. 1 p.m.

### ENAMELLING, PLATING AND POLISHING

REFLECTORS resilvered (1/3 per inch diameter plus postage), prompt service; also chromium cadmium.—Gloucester Plating Co., Ltd., Eastern Ave., Gloucester (0259/R)

HEADLAMP reflectors replated in pure silver, amazing brilliance, one-day service, 6/- each, 1/6 & p. 1/6 each; cork seals, 6d each; bulbs, 3/- each; state type; send P.O.—R. Packer, 169, Hotwell Rd., Bristol, 8. (0946/R)

### ENGINES

PERCE RYE.—All makes of engines in stock.—495, Fulham Rd., S.W.6. Fulham 5643. (M1199/R)

CR Recond. 1940-5 Triumph 350 chv. £14/10; 1940-5 Triumph 350 sv. £10/10; carriage extra; tons of spares for all the preceding.—Claude Rye, 895-921, Fulham Rd., London, S.W.6. Renown 6174. (M1105/R)

### EXPORT

PRIDE & CLARKE.—Everything for motor cyclists; quotation by return.—Stockwell Rd., S.W.9. Bri. 6251. (M1006/R)

CLAUDE RYE (EXPORT)—Motor Cycle accessories, clothing, ex-W.D. surplus, largest stocks in the world of Harley and Indian spares at knock-out prices; write for lists.—895, Fulham Rd., S.W.6. Renown 6174. (M1105/R)

### GEARS, ETC.

PERCE RYE.—Most makes of boxes in stock.—495, Fulham Rd., S.W.6. Fulham 5643. (M1199/R)

ERIC KENNARD & Co., Albion and Burman stockists.—19, Station Rd., N.3. Finchley 3569. (0393/R)

CLAUDE RYE.—Stockists of Albions, B.S.A., Burman, Norton and Triumph gear box spares.—895-921, Fulham Rd., S.W.6. Renown 6174. (M1105/R)

RAPIDE.—£10,000 Burman spares in stock 1926-1958; exchange boxes and clutch plates.—269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. (M1162/R)

BURMAN spares, complete range; over-the-counter or by per return postal service.—Glanfield Lawrence (London), Ltd., 407, High Rd., North Finchley, N.12. Tel. Finchley 0391. (M1044/R)

### HIRE PURCHASE

HIRE purchase finance for private transactions; existing accounts settled; also finance to established dealers; attractive terms, prompt settlements.—Legal Finance Co., Ltd., 3, Marlborough Place, Brighton, Tel. 22115. (R260)

HIRE purchase for private sales arranged promptly on post-war motor cycles, scooters and cars; moderate charges and low interest rates; existing accounts settled.—Triad Motors, 3, Fulham High St., S.W.6. Renown 5759. (0088)

### HOODS, SCREENS AND MUFFS

PERSPEX cut to size; Cubex, Vybak and celluloid sheet for screen; largest stocks; lowest prices; hours 8.30-5.30, Sat. 1 p.m.—Bly's Plastics, Rear 370, Upper St., "Angel," London N.1. Can. 5242. (0666/R)

PERSPEX all thicknesses, for wind and side cut to specification; delivery by return.—R. Denny & Co., Ltd., 13 & 15, Netherwood Rd., London, W.14. Shepherd's Bush 1426/5152. (0811/R)

CLAUDE RYE.—Hood material, heavy black double-texture waterproof twill, 72in wide, 12.5 pds. yd. post 1/- per yd.; green leather cloth, heavy quality, 50in wide ideal for sidecar hoods, 7/6 yd. post 1/6 yd.—895, Fulham Rd., S.W.6. Renown 6174. (M1105/R)

### HOTELS AND ACCOMMODATION

GRAND Prix week; board residence £5/15 week; garage.—Kestrow, Victoria Rd., Douglas. (R316)

DOUGLAS: "Bailvaile," Hutchinson Square; vacancies; tea, bed, breakfast 12/6; also f.b.—Preston. Tel. 553. (R406)

DOUGLAS—"Mitte Hotel," Central Prom: (Tel. 2196); fully licensed (guests), every comfort, excellent cuisine; write booklet.—J. E. Carine. (R288)

DOUGLAS—Loch Hotel, Loch Promenade. (Tel. 2522); 120 guests, licensed, b. & c. interior spring beds, free garage; from 20/- brochure.—Ramsey. (R287)

DOUGLAS: Daytona Private Hotel, Central Prom; licensed, H. & C. all bedrooms, moderate terms; private garage; write for illustrated booklet.—G. Stanley. (R105)

DOUGLAS: Manchester House, Castlemons Avenue, 401, Central prom; b. & c. spring interiors, T.V., excellent food, garage; f.b. from 12.6.—Corlett, Tel. 1697. (R377)

### IGNITION AND LIGHTING

PRIDE & CLARKE.—Lucas, Miller, Wico and Villiers ignition spares and repairs; quotations by return; send for list. 158, Stockwell Rd., S.W.9. Brixton 6251. (M1006/R)

COMERFORDS.—Continental and English electric equipment, including Bosch, Morris, Hella, Lucas and Wipac; trade and retail.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey, Esherbrook 5531. (M1006)

BRADLEY'S IGNITION SERVICE repair all makes in 48 hours; guaranteed 12 months; dynamo exchanged from 40/-; magnetos from 50/-; magnifynos from 40/-; Gascolene Rd., Addington, Croydon, Tel. Lodge Hill 3364. (0481/R)

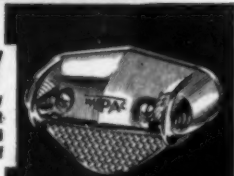
CLAUDE RYE, guaranteed repairs and reconditioning of all makes of magnetos and dynamo, most units reconditioned ready for exchange; spares in stock for Lucas, Miller, Wico-Pacy and Villiers; quotations by return.—895, Fulham Rd., S.W.6. Renown 6174. (M1105/R)

## better fit

# WIPAC

### ... it has WIPACITY

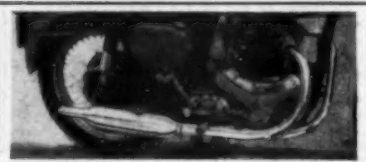
... the capacity for longer life, exceptional performance and the highest standard of workmanship.



SERIES 143  
REAR-STOP LIGHT  
19/6

Obtainable through your  
Dealer & Halfords branches

THE WIPAC GROUP, BLETCHLEY-ENGLAND



### C.B. SIAMESE EXHAUST PIPES

We are now able to supply Siamese Exhaust Pipes for the following machines:—

All S/A and Spring hub Triumph except 121. All A.J.S. and Matchless Twins from 1951. B.S.A. all Swinging arm models. B.S.A. S/F A.7, A.10, Norton 88, 99. Price 73/- including carriage. Further details sent on request.

### CRAZE BROS. LIMITED

473/3, CHRISTCHURCH ROAD, BOSCOMBE, BOURNEMOUTH, HANTS. Tel. No. 33231.

### New Continental TYRES

Original equipment on B.M.W. N.S.U., etc.

ALL TYPES AND SIZES FOR MOTOR CYCLES Standard — Sports — Cross Country.

Also for Scooters, Mopeds, Minicars. Send for FREE descriptive booklet and price list. TRADE SUPPLIED

Official distributors: CONTINENTAL TYRE SALES 2, Chester Close, Chester St., London, S.W.1. SLOane 6943

**TERRIFIC FINAL REDUCTION**  
**GENUINE NEW EX-1**  
**3/4 LENGTH OILSKIN COATS**  
**9/11**  
**P&P 2/7**

Absolutely un-  
used tough weatherproof,  
less than 1 normal price. Fully lined  
across BACK, SHOULDER and  
SLEEVE. Smart lapel or high neck  
map fastener front, arm ventilation  
and wrap around belt. Offers complete protection against wind  
and rain, etc. Also a few overcoats to match with adjustable  
1 belt and cross over braces.  
COATS 9/11, P. & P. 2/7, or COMPLETE SUIT at 19/11, P. & P.  
2/7 while stocks last. Small, medium or large.  
Money Refund Guarantee. Cash or C.O.D.

**MAIL BARGAINS LTD.**  
(Dept. 20H) 11 BONO SQUARE, LONDON, W.1



# CLAUDE RYE LTD

## THE MOTOR CYCLE PEOPLE

### WORLD'S LARGEST SPARES STOCKISTS



**RECORD-PROVED EX-GOVT. ENGINES**  
 Norton 10H 1949-55 £14 10/-  
 Triumph 15-50-15 1949-55 £14 10/-  
 Triumph 19-50-15 1949-55 £14 10/-  
 Carriage extra.

**NEW RAYDOT SPOT LAMP**  
 Motorcycle Head or Spot Lamp, 4in. front, chrome body and front, adjustable handlebar clip. Post & Pkg. 2.3. 43/-

**NEW TWIN DEAL SEAT**  
 Buff Foam Rubber. Make your own Dual Seat very cheaply. length 20in., width at widest part, 13in., narrowest width 10in. Post & Pkg. 2.6. 15/-

**NEW MILLER SPOT LAMP**  
 Post & Pkg. 2.3. 30/-

**LAMBRETTA SCOOTER ACCESSORIES**

Composite Rear Carrier	58 6 (Post & Pkg. 2.6)
Front Bumper	32 6 (Post & Pkg. 1.6)
Footboard Extension, pair	42 6 (Post & Pkg. 2.2)
Hesplate and Afterscope, pair	37 6 (Post & Pkg. 2.2)
Spare Wheel	102 6 (Post & Pkg. 6.4)
Beard Aquiline Windscreen	107 6 (Post & Pkg. 6.4)

Large selection of accessories for all makes of scooters.



**NEW FERRIS CONTINENTAL SCREEN**  
 For lightweight machines. Coloured, opaque, red, white, green, white, black. £4.10.0

**FERRIS Scooter Screen**  
 Post & Pkg. 4.4. £5.12.6

**KINGFISHER Scooter Screen**  
 Post & Pkg. 4.4. £5.5.0

**RODIAH Scooter Screen**  
 Post & Pkg. 4.4. £6.6.0

State make of machine.

**NEW FERRIS STREAMLINED FAIRING**  
 Easy to fit, gives excellent weather protection. Maroon, silver or black. Price Post & Pkg. 4.4. £8.8.0

**AVON FAIRING**  
 Post & Pkg. 6.4. £8.6.11

**MIDLAND FAIRING**  
 Post & Pkg. 6.4. £8.9.6

**M.P.C. GAZELLE**  
 Post & Pkg. 6.4. £7.5.0

**NEW AVON FAIR SHIELDS**  
 For S.A., Norton, Triumph, Post & Pkg. 6.4. £8.19.6

### EASY TERMS AVAILABLE ON ORDERS OVER £5



**NEW HEDGECOCKS**  
 4in. Black Enamelled, 7 6  
 5in. Black Enamelled, 10 6  
 6in. Black Enamelled, 13 6  
 7in. Black Enamelled, 16 6  
 8in. Black Enamelled, 19 6  
 9in. Black Enamelled, 22 6  
 10in. Black Enamelled, 25 6  
 11in. Black Enamelled, 28 6  
 12in. Black Enamelled, 31 6  
 13in. Black Enamelled, 34 6  
 14in. Black Enamelled, 37 6  
 15in. Black Enamelled, 40 6  
 16in. Black Enamelled, 43 6  
 17in. Black Enamelled, 46 6  
 18in. Black Enamelled, 49 6  
 19in. Black Enamelled, 52 6  
 20in. Black Enamelled, 55 6  
 21in. Black Enamelled, 58 6  
 22in. Black Enamelled, 61 6  
 23in. Black Enamelled, 64 6  
 24in. Black Enamelled, 67 6  
 25in. Black Enamelled, 70 6  
 26in. Black Enamelled, 73 6  
 27in. Black Enamelled, 76 6  
 28in. Black Enamelled, 79 6  
 29in. Black Enamelled, 82 6  
 30in. Black Enamelled, 85 6  
 31in. Black Enamelled, 88 6  
 32in. Black Enamelled, 91 6  
 33in. Black Enamelled, 94 6  
 34in. Black Enamelled, 97 6  
 35in. Black Enamelled, 100 6  
 36in. Black Enamelled, 103 6  
 37in. Black Enamelled, 106 6  
 38in. Black Enamelled, 109 6  
 39in. Black Enamelled, 112 6  
 40in. Black Enamelled, 115 6  
 41in. Black Enamelled, 118 6  
 42in. Black Enamelled, 121 6  
 43in. Black Enamelled, 124 6  
 44in. Black Enamelled, 127 6  
 45in. Black Enamelled, 130 6  
 46in. Black Enamelled, 133 6  
 47in. Black Enamelled, 136 6  
 48in. Black Enamelled, 139 6  
 49in. Black Enamelled, 142 6  
 50in. Black Enamelled, 145 6  
 51in. Black Enamelled, 148 6  
 52in. Black Enamelled, 151 6  
 53in. Black Enamelled, 154 6  
 54in. Black Enamelled, 157 6  
 55in. Black Enamelled, 160 6  
 56in. Black Enamelled, 163 6  
 57in. Black Enamelled, 166 6  
 58in. Black Enamelled, 169 6  
 59in. Black Enamelled, 172 6  
 60in. Black Enamelled, 175 6  
 61in. Black Enamelled, 178 6  
 62in. Black Enamelled, 181 6  
 63in. Black Enamelled, 184 6  
 64in. Black Enamelled, 187 6  
 65in. Black Enamelled, 190 6  
 66in. Black Enamelled, 193 6  
 67in. Black Enamelled, 196 6  
 68in. Black Enamelled, 199 6  
 69in. Black Enamelled, 202 6  
 70in. Black Enamelled, 205 6  
 71in. Black Enamelled, 208 6  
 72in. Black Enamelled, 211 6  
 73in. Black Enamelled, 214 6  
 74in. Black Enamelled, 217 6  
 75in. Black Enamelled, 220 6  
 76in. Black Enamelled, 223 6  
 77in. Black Enamelled, 226 6  
 78in. Black Enamelled, 229 6  
 79in. Black Enamelled, 232 6  
 80in. Black Enamelled, 235 6  
 81in. Black Enamelled, 238 6  
 82in. Black Enamelled, 241 6  
 83in. Black Enamelled, 244 6  
 84in. Black Enamelled, 247 6  
 85in. Black Enamelled, 250 6  
 86in. Black Enamelled, 253 6  
 87in. Black Enamelled, 256 6  
 88in. Black Enamelled, 259 6  
 89in. Black Enamelled, 262 6  
 90in. Black Enamelled, 265 6  
 91in. Black Enamelled, 268 6  
 92in. Black Enamelled, 271 6  
 93in. Black Enamelled, 274 6  
 94in. Black Enamelled, 277 6  
 95in. Black Enamelled, 280 6  
 96in. Black Enamelled, 283 6  
 97in. Black Enamelled, 286 6  
 98in. Black Enamelled, 289 6  
 99in. Black Enamelled, 292 6  
 100in. Black Enamelled, 295 6

### INSURANCE

TAYLOR MATTERSON, Ltd.

**IMMEDIATE cover; special comprehensive rates for 500cc upwards; lowest rates for young drivers, old machines and cars, state age and if experienced.**—74, Bedford Hill, Balham, S.W.12. Balham 4201-2. (0611/M)

**INVINCIBLE**—Premiums by instalments.

**INVINCIBLE**—Policies for 2, 3, 6 or 12 months.

**INVINCIBLE**—Immediate bonus up to 25%.

**INVINCIBLE**—Immediate cover from:—

**INVINCIBLE POLICIES, Ltd.**, 7, Whittington Ave., London, E.C.3. Tel. Mansion House 2961. (0031/M)

**PERCE RYE**—Insurance by instalments; cover rate on the spot. —435, Fulham Rd., S.W.6. (M1158/M)

**CHEAPEST rates, learners' youthful drivers welcomed.** —Beaks, Brokers, 70, High Rd., London, E.18. (17406)

**BRACKPOOLS**—Low rates, immed. cover, sh. wrch. terms easy pps.; a.s.s.—228, Stanstead Rd., S.E.25. Forest Hill 2585. (0908/M)

**COMPREHENSIVE cover from £5.19.2, third party £2.6.11, immediate cover 50% balance by instalments.**—Kittysure, Sutton, Surrey. (0154/M)

**CLAUDE RYE, Ltd.**, the motor cycle people, cover on the spot comprehensive rates. —999-921, Fulham Rd., London, S.W.6. Renewal 6174. (M1105/M)

**WHITBYS OF ACTON, Ltd.**—Keenest rates, immediate issue of cover notes; let us quote you. —275, Acton Vale, London, W.3. Shepherds Bush 5355-6. (M1122/M)

**COMPETITIVE quotations for riders and machines of all ages.**—Charles L. Jones & Co., 52, Upper Maughlin St., Bristol. Tel. 22717, and 119, Dale End, Birmingham, 4. (0232/M)

**DEFENCE, Ltd.**—Lowest first payment, longest deferred terms, cover on demand or by return post, prompt service. —722, Barking Rd., Plaistow, London, E.13. Grange Road 6058. (0162/M)

**METROPOLITAN INSURANCE BROKERS, Ltd.**, select the best and cheapest terms from all the different insurance companies and Lloyd's to suit your own particular needs, quotations by return. —6, Lloyd's Ave., E.C.3. Royal 5056. (0221/M)

**LOWEST rates for motor cycle of any make or age prompt cover, attractive terms for learners and young drivers; maximum no-claims bonuses.**—Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., London, S.E.1 (opp. County Hall). Waterloo 6075. (0124/M)

**MUTUAL AID**

**PERCE RYE**—Dismantling all types of m/c's. —426, Fulham Rd., S.W.6. Fulham 5053. (M1199/M)

**WESTERN SPARES, Ltd.**—Motor cycles of all ages being dismantled weekly; all parts available. —Write 18, Eldon Hill, Plymouth. Tel. 68399. (0075)

**NUMBER PLATES**

**PRIDE & CLARKE, Ltd.**, high-grade embossed alloy, 14/6 complete set, post 1/6. —158, Stockwell Rd., S.W.9. Brixton 6251. (M1096/M)

**CLAUDE RYE, Ltd.**—Front number plates, black enamelled 1/3 each, rear 5/6 each, post 1/3; rear number plates with reflector, 4/6 each, post 1/3; transfers, 2/6 set, post 4d; aluminium number plates, raised and polished, 17/6 pair; post 1/6; 24-hr. service, no c.o.d.—999-921, Fulham Rd., S.W.6. Renewal 6174. (M1105/M)

**PARTS AND ACCESSORIES**

**GAGG & SONS, NOTTINGHAM.**

**FOR motor cycle and three-wheeler spares, new or second-hand, we've got the lot; all we ask you to do—tie that label on, send, will pattern same and return c.o.d.; you will find this the best way; another vital point when dealing with Gagg & Sons of Nottingham, is our dealing with honest, straightforward people; established well over half century; also we cater for the good old faithfuls; also overhauls to engines, gear boxes, mag-dynos, re-build wheels.**

**N**OTE addresses: A. Gagg & Sons, 111-117, Alfreton Rd., Nottingham. Tel. 78280. (M1048)

**WHITBYS.**

**WHITBYS OF ACTON, Ltd.**—Let us know your requirements, every enquiry dealt with by return; large stocks held for S.A., Ariel, Triumph, Norton, Royal Enfield, Matchless, A.J.S., Sunbeam, Villiers, Barmen, Wellworthy, Hoffman, Sanico, Ferraris, Amal, Lucas, Renold, Lodge, K.L.G., Terry, etc.—353, Acton Vale, London, W.3. She. 6785. (M1126/M)

**GOODALLS.**

**GOODALLS OF EPCOM**—Spares and accessories for all popular makes of motor cycles, tyres, clothing, insurance, etc.

**HOURS** 9.30 to 6.30 p.m.

**55, South St., Epsom. Tel. 9563.** (M1051/M)

**GIFTS OF SOUTH HARROW** for spares, repairs, accessories, etc., everything for the motor cyclist. —368, North Rd., South Harrow, Byrn 344. (M1053/M)

**SECOND-HAND parts.** ex-W.D. Norton, from complete magsyno, 59/6; clutches, 32/6; cylinder, 29/6; new ex-W.D. Norton, 4/11; petrol tanks, 30/6; barrel and piston, 47/6; gear box shell, 59/6; fork air-dets, 27/6; ex. pipes, 10/6; carriage extra. —Kilson, 2, Salein Place, Leeds, 10. Tel. 22452. (M1072)

**CLAUDE RYE**—Largest stock of spare parts and accessories in the world, whatever your requirements, save money, send to us first; it's 100 to 1 we have it in stock; anything from a nut to an engine, send a.s.s. for quote. —593, Fulham Rd., S.W.6. Ren. 6174. (M1105/M)

# CLAUDE RYE LTD

## THE MOTOR CYCLE PEOPLE

### CLOTHING BARGAINS



**NEW GAUNTLET GLOVES**  
 AT GREATLY REDUCED PRICES  
 Chrome Leather Gauntlets, pair 17/6  
 Exceptional Gauntlet Glove and Mitt pair 22/6  
 Leather Gauntlet Glove, leathered heel, pair 35/-, 45/-. Post & Pkg. 2.1.

**BIG PRICE REDUCTION**  
 BRAND NEW GENUINE LEATHER VINTAGE GOGGLES. Fitted with non-slip lenses which give clear wide vision, soft sponge leather face, clear, adjustable elastic head band.

Now only 19/3 post  
 Post & Pkg. 1.3

**BRAND NEW SAFETY HELMETS**  
 At new purchase tax-free prices.

**CENTURION SLASHERS**  
 Type A EVEROAK 74/9  
 STANDARD 51/6  
 CORNER 51/6  
 SKULGARDER 50/6  
 EVEROAK 50/6  
 CORNER 50/6  
 FLASH 42/6  
 CROWWELL 42/6  
 KNOLA 42/6  
 R.S.I. APPROVED R.S. 5002.05

**NEW WATER-PROOF OVER-TROUSERS**  
 Made from rubberised Indian material with elastic waist and P.E. Pair 12/6  
 Post & Pkg. 1.9

**As above double texture material P & F. 21/-**  
 21/-

**NEW JACKETS**  
 Leather Lumber, with 2 pockets, 68/15, P & F. 3.3  
 Leather Lumber, quilted lined, 3 zip pockets, 68/17.6, P & F. 3.3  
 Leather 1 length, 68/19.6, P & F. 3.3  
 Leather 1 length, 4 zip pockets, 68/20.6, P & F. 3.3  
 Armadillo P.V.C. Jacket, lined, 68/19.6, P & F. 3.3  
 V.I.A. Pattern Flying Jacket, 68/15, P & F. 3.3  
 Leather Flying Jacket, 68/15, P & F. 3.3

**EASY TERMS AVAILABLE ON ORDERS OVER £5**

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

**395-921 FULHAM RD. LONDON S.W.6**  
 RENOWN 6174 (20 lines)  
 9.30-6 daily Thurs 1 p.m.

# Norton SPARES

BY  
POST FROM  
**H.L. DANIELL**

(WINNER of the 1938, 1947 & 1949 SENIOR T.T's)

## THE OFFICIAL DISTRIBUTOR

DIRECT TO  
YOU

24 Hour  
C.O.D. Service for all  
post-war and most pre-war  
machines. Call, phone (FOR 5895)  
or write for reply paid order card to  
**H. L. Daniell at—**  
**63b & 65 DARTMOUTH RD.**  
**FOREST HILL, LONDON, S.E.23**

**DANS**  
OF SHEFFIELD

for  
**SCOOTERS  
& MO-PEDS**

DAN DRABURY (MOTOR CYCLES) LTD.  
224-230 LONDON ROAD, SHEFFIELD 2 - Tel. 53446  
AGENTS FOR ALL THE LEADING MAKES

## NEW TYRES

**5/-** DOWN  
and 5/- weekly

(5/- terms apply  
on any tyre up  
to £4/3/4)

Don't take risks.

Replace those

worn tyres

NOW! New

tyres are safer.

And a new tyre

deserves a new

tube (1/- down

and weekly).

Please state second choice of make—Dunlop, Firestone,

Michelin, Goodyear. For quick delivery just send a

deposit, state size and type, give your age and PRINT

your name and address. We send any size anywhere.

We sell ALL sizes on easy terms. For quickness

write NOW enclosing a reasonable deposit.



# G. A. TYRES

(M19), 42 GT. CAMBRIDGE ROAD, LONDON, N.17

## PARTS AND ACCESSORIES

DAWSONS offer good second-hand spares.

ENGINES.

RECONDITIONED Enfield Mod. C 1944 350 cc; £9.

S/H B.S.A. 1939 250cc ohv Silver Star; £7.

S/H M/Jess 1946 350cc ohv G3 and G3L; £9.

S/H Ariel 1947 350cc ohv s/port; £9.

S/H B.S.A. 1934 530cc sv sloper; £2.

S/H Norton 1944 ex-W.D. 16H; £2.10.

GEAR boxes.

1945 h/w R. Enfield; 75/-.

1945 Model C R. Enfield; 80/-.

1945 Norton; 95/-.

1947 Norton; 105/-.

1947 Ariel; 80/-.

1947 -52 B.S.A. C10 and 11; 100/-.

TRIUMPH 1948 ST. cyl. block; 70/-.

TRIUMPH 1948 ST. cyl. head complete; 70/-.

NORTON 1949 E32, barrel and piston; 35/-.

NORTON 1949 E32, comp. cyl. head; 40/-.

PUSH rods and rocker box, complete; 30/-.

TELE forks.

TRIUMPH 1948 ST; £8.10.

VELOCE 1950 M88; £7.10.

TRIUMPH 1948 ST. f.wheel; £3.

P&M 1950 600cc, teles.; £7.10.

B.S.A. Bantam; £4.10.

B.S.A. Bantam. f.wheel; £2.5.

JAMES 197cc, 250cc, teles.; £6.10.

PETROL tanks.

TRIUMPH ST. Enfield Model G. B.S.A. 250cc. Ariel

350cc and 500cc. R. Enfield 125cc R.E., from 15/-

each. WRITE for quotes, we can almost certainly supply

hundreds of frames, forks and wheels at knock-

out-prices.

DAWSONS MOTORS, Shakespeare St., Nottingham.

Tel. 4161. [M1029]

ARIEL, Enfield, Francis-Barnett, Triumph, Villiers,

Albion, Amal, Burman, Lucas, Miller; pistons

and rings, all makes from stock by return post; c.o.d.

or quotation.

MARSDEN, the Leading Spares Stockists of the

North, Hyde Park Corner, Leeds. 6. Tel. 31615.

500cc J.A.P. engine, dry sump, hairpins, £30; also

second-hand spares, must clear. "South

Lodge," Hosey Common, Westerham, Kent. Wester-

ham 5214. [M1158/R]

PURNEY AUTOS, Ltd.—Pull range accessories and

spares for all leading makes of machines, Amal

and Burman spares, silencers, handlebars, lamps,

mirrors, crashbars, etc.—265, Putney Bridge Rd.,

Putney, S.W.15. Tel. Putney 6887. [M1158/R]

GEORGE CLARKE—Clearance sale, spares and acces-

sories; new front number plates, usual price 1/6,

clearance 9d; new Webb fork spindles, usual price 9/6,

now 4/-; used tyre 300x19, 17/8; used pumps, 2/6;

large selection used windcreens, leg shields, crash

bars, etc. at clearance prices—278, Brixton Hill, S.W.2.

Tulse Hill 3211. [M1019]

## PISTON RINGS, ETC.

CLAUDE RYE—1928-1958 motor/cycle pistons at

below cost price, 1959 up also available; over

50,000 in stock; send s.a.e., quote stating full particu-

lars; order dispatched same day, maximum discount

to trade.—895, Fulham Rd., S.W.6. Renown 6174.

[M1105/R]

## REAR SUSPENSION

ERIC KENNARD & Co., official Girling distributors,

new legs and spares; c.o.d. service; trade and

retail.—19, Station Rd., N.3. Finchley 3589. [0380/R]

GIRLING officially appointed distributors; bare stocks

of legs and spares; c.o.d. trade and retail.—

Gus Kuhn Motors, Clapham Rd., London, S.W.9.

Bri. 5604 & 9435. [0128/R]

## REPAIRS

BRACKPOOLS for all repairs by skilled mechanics,

established 35 years—229, Stanstead Rd., Forest

Hill, S.E.23. Tel. 2585. [0503/R]

LE Velocette specialists, repairs and spares, exten-

sive works experience; free collection and delivery.

—L. Leach, 120, Heath Rd., Twickenham. Pop. 4635.

[0079/R]

ERIC KENNARD & Co., for repairs to all makes,

stove enamelling, frame, forks, chassis and wheel

repairs, rebore, etc.—19, Station Rd., N.3. Finchley

3589. [0392/R]

TRIUMPH repairs by Harvey's ensure a first-class

job, accident work collected, estimated and re-

paired in half the time.—Harvey's, 47, South Lambeth

Rd., S.W.8. Tel. 8661. [0082/R]

WHEELS repaired, rebuilt, chrome rims and rustless

spokes fitted, trade enquiries welcomed.—J. L.

Hargreaves, Ltd (Incorporating Stevens & Co.), 105,

London Rd., Manchester, 1. Ards. 1008. [M1124/R]

## better fit

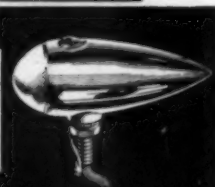
# WIPAC

... it has  
**WIPACITY**

... the capacity  
for longer life, except  
ional performance and  
the highest standard of  
workmanship.



Obtainable through your  
Dealer & Harfords branches



**TORPEDO  
SIDELAMP**  
10/6 and 12/6

THE WIPAC GROUP · BLETCHLEY · ENGLAND

The BIGGEST Bargain ever  
Limited quantity of Genuine U.S.A. Government Surplus



## PARKAS

WITH DETACHABLE SUPER

QUALITY WOVEN-LAMB FUR

LINING.

Made in smart Olive Green proofed

Cotton Poplin. Does not cause

condensation. Designed to allow

maximum freedom of movement.

With zip and button overlap

and four handy pockets. Not new

but in excellent con-

dition. P. & P. 3/6.

69/11

## SPECIAL PURCHASE OF GENUINE U.S.A. RUBBER OVERBOOTS

To be worn over your shoes. Super  
quality, sturdy overboots to keep out  
RAIN, MUD, SLEET. EASY to put on  
with clips. Not new but in perfect  
condition. DON'T MISS THIS  
BARGAIN!!!  
P. & P. 2/6.



## AT A CRAZY LOW PRICE

## New Release of D/R COATS

In heavy waterproof super hard-

wearing double texture twill to twill

material with leg straps and original

bottom and side studs, as illustrated.

Not new but in excellent

condition. P. & P. 4/-.

39/6



## BRAND NEW "LONG" TYPE

## SHEEPSKIN FLYING JACKET

In black or brown with

belt and superior quality

thick pile white sheepskin

lining. State size. £6.10.0

P. & P. 3/-.

Also Brown Leather heavy

fur-lined Ex. W.D. FLYING

TROUSERS. Fully Zipped.

Brand new. P. & P. 99/6

P. 3/-.

Cash, Cheque or P.O. with order. C.O.D. 1/- extra.

Satisfaction or money refunded.

NORTHERN MAIL ORDER CO.

(Dept. G.M.356) 113 LEITH WALK, EDINBURGH, 6

## REPAIRS

**A. E. OLIVER**, late chief frame builder to Brough Superior; all makes frame, fork, wheel, chassis repairs and swinging arm conversion; tele forks and crash work a speciality; trade enquiries invited.—43-45, Alfreton Rd., Nottingham. Tel. 72060. [0601/R]

**GODFREY'S, Ltd.**, have extensive works capable of taking on any size of repair, at the following depots: 1st, Highgate Rd., Kentish Town, N.W.5. Tel. Gul. 7761; 226-234, London Rd., Croydon, Cro. 3641-2; and 416, Romford Rd., Forest Gate, E.7. Ora. 1234-5. [M1052/R]

**FORK and frame repair service**; all makes reconditioned, rebuilt and re-enamelled; from Derbyshire a client writes: Thanks for A.J.S. tele forks. I am delighted with the high standard of workmanship and will not hesitate to recommend, etc.—Percival Bros. & Webb, Ltd., 185-4, Cattell Rd., Birmingham.9. [M1097/R]

**J. A. LOCK OF EDMONTON** for your insurance repairs; carriage arranged and estimate issued same day; minimum delay in completion; specialists in telefork repairs; our large workshop open for inspection.—J. A. Lock, Ltd., 33, First Ave., Montagu Rd., Edmonton, N.18. Tel. Edmonton 5435. [M1197/R]

## SILENCERS AND EXHAUST PIPES

**BLAYS OF TWICKENHAM, Ltd.**, for exhaust pipes and motor cycle spares.—192, Heath Rd., Twickenham. [0966/R]

**CLAUDE RYE**, silencers and exhaust pipes; largest stock in England; write for list of quotations; trade supplied.—985, Fulham Rd., S.W.6. Renown 6173. [M1105/R]

## SPEEDOMETERS

**CLAUDE RYE, Ltd.**—All types of speedometers and accessories in stock; exchanges; send s.a.e. for quote.—995-921, Fulham Rd., S.W.6. Renown 6173. [M1105/R]

**"SMITH"** Chronometric type, repaired 35/-, exchange unit 39/6, flexible drives for all makes stocked, trade and retail.—Auto Tempo Meter Co., 140-2, Kings Cross Rd., London, W.C.1. Tertinius 0633. [0251/R]

## TANKS, ETC.

**PERCE RYE**—Petrol tanks; tanks repaired and re-sprayed.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

**CLAUDE RYE, Ltd.**—Your tank resprayed maker's colours, s.a.e. for quote.—995-921, Fulham Rd., London, S.W.6. Renown 6173. [M1105/R]

**MALCOLME**, tank specialists; £2.10 store enamelling and lining, originality guaranteed; all tank reconditioning, 1,000 service tanks.—Malcolm (Enamellers), Hammers Green, Wolverhampton. [0672/R]

**PETROL** tanks, repairs, dents removed, chromium plating, enamelling and lining to original finish; 500 reconditioned pressure-tested tanks in stock for immediate exchange for most post-war models; tank leaking? Don't lay up the bike, we mean tanks to hard riders; transfers 2/3 pair, post free; write for free enamelling lists.

**JACK NICE**, 129, Grove Rd., Walthamstow, E.17, Coppermill 1920; close to Baker's Arms. [0575/R]

## TECHNICAL TRAINING

**A.M.I.M.L.**, City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms, over 90% success; for details of exams and courses in all branches of auto, aero, mechanical eng., etc., write for 144-page handbook free.—B.I.E.T. (Dept. 729), 29, Wright's Lane, London, W.8. [0140/R]

## TRANSFERS

**CLAUDE RYE, Ltd.**—Tank transfers, most makes in stock 2/6 pair, post 4d; number plate transfers 2/6 pair, post 4d; Union Jack 2/6 pair, post 4d; fitting solution with instructions, 1/6, post 4d.—995-921, Fulham Rd., London, S.W.6. Renown 6173. [M1105/R]

## WATERPROOF COVERS

**SHAPED** solo covers, brand new ex-Government in 10oz green, rot, water and tearproof cotton duck, fitted with red rear reflector, will completely cover largest machine, price 25/-, p. & p. 2/6.—R. C. Briggs, 89, Forest Rd., London, E.17, Larkwood 2705. [0175/R]

## WHEELS, TYRES AND TUBES

**PRIDE & CLARKE**—New and remould tyres; easy terms.—158, Stockwell Rd., S.W.19. Brixton 6251. [M1086/R]

**W. H. COLLINS & SON**

For your 1959

**BSA**

KENWYN MEWS  
TRURO, CORNWALL

Tel. Truro 2168

OFFICIAL BSA SPARES STOCKISTS

**Taylor  
Matterson  
Ltd.**

for.....

**Norton  
SPARES**

1937 to DATE CASH or C.O.D.  
Trade or Retail

Years of specialising in every-  
thing Norton has enabled us to  
build up the largest stock of  
genuine Norton spares in  
Great Britain

OUR BOAST—BY RETURN POST

81-BEDFORD HILL  
BALHAM S.W.12, M.BALHAM 42012

**DUNN'S**  
FOR YOUR  
**BSA**  
REMEMBER  
YOU'LL DO A DEAL  
BETTER AT DUNN'S  
WHEATSHEAF CORNER  
**UNDERLAND**

We have been B.S.A. Main Dealers for over 30 years and during that time have sold thousands of these magnificent motor cycles. Can you wonder then, why we are such B.S.A. enthusiasts? B.F., Insurance, Repet other Sales Service plus the Personal touch that Dunns have long been famous for make it obvious that you must see them for your B.S.A.

REMEMBER  
YOU'LL DO A DEAL  
BETTER AT DUNN'S  
WHEATSHEAF CORNER

**UNDERLAND**

## WHEELS, TYRES AND TUBES

**PERCE RYE**—Hundreds of S.W. wheels. Open Sun-  
days 10-1.—495, Fulham Rd., S.W.6. Fulham 5643.  
[M1199/R]

## WHEEL REPAIRS

**WIRE** wheels repaired and rebuilt, stove enamelled; chrome plate, etc.—West London Repair Co., Ltd., 39, High St., Wimbledon 5716-7. [0153/R]

**ELEANOR MOTORS**—Wheel repairs, rebuilds, tread, new rims, etc. 24-hour service.—265-9, Mare St., Hackney, E.8. Amherst 5134 5923, Nor. 2137. [0247/R]

## AGENTS WANTED

**MAKE** money the easy way by opening a spare time agency for Freemans of London; the goods sell themselves, says Mrs. M. Hudson, of Derby, talking about the 4000 items illustrated in Freemans 400-page colour catalogue. Write for details now to Freemans (London, S.W.9.), Ltd., Dept. 353, 130-141 Clapham Rd., London, S.W.9. [8406/R]

## SITUATIONS VACANT

**MECHANICS** wanted.

**SPECIAL** opportunities for reliable fitter; urgent.—George Grose, Ltd., Lodgegate Circus, E.8. [0177/R]

**FIRST-CLASS** motor cycle mechanic required; previous experience essential; top rates of pay for suitable applicant; write or call giving details, etc.—**COVENTRY MOTOR MART, Ltd.**, 66, London Rd., Coventry. Tel. 22146-7. [8416/R]

**CONSCIENTIOUS** mechanic required, familiar with all motor cycles, scooters, also three-wheelers and light cars.—Atkinson Motors, Ltd., 419, Barking Rd., E.6. [8590/R]

**A VACANCY** occurs for a first-class fitter with experience of scooter and motor cycle frame design. Someone able to work on own initiative.—Hounslow 9254, Mr. Jess. [8432/R]

**CHIEF** inspector and tester for 2-stroke engine manu-  
facture and service required; also skilled fitters and assemblers; London area; please write giving experience to.—Box No. 8066. [8415/R]

**MOTOR** cycle mechanic, experienced, wanted for B.M.W. and 2-stroke scooter repairs; also assistant storeman wanted.—A.P.W., Ltd., 400, London Rd., Isleworth, Middx. (Hounslow 0011). [M1189/R]

**EXPERIENCED** motor cycle fitters required, good wages, progressive position; write full particulars re experience, wages required, to—**Manning Bird Motor Cycles, Ltd.**, 35, London E.1, 88, Albans. [M1045/R]

**MANAGER** to take complete control of motor cycle and scooter business in southern Home Counties; must have long experience of trade with first class references and sales records.—Full details please to Box No. 8068. [8409/R]

**L. STEVENS**, the Velocette specialists (now under new management) require two fully skilled fitters; must be experienced in Velocette work—preferably with L.E. top rate congenial working conditions.—Apply: R. F. Moughlin, 147-151, Goldhawk Rd., Shepherd's Bush, W.12. [02151/R]

**COUNTER** salesman/spares/accessories wanted; large motor cycle dealers near South coast; must be willing to accept responsibility; prospect early promotion to stores manager; apply own handwriting, full details previous experience, salary required.—Box No. 7975. [M1166/R]

**TWO** fully qualified motor cycle mechanics required by company in Bermuda; initial three-year contract, good salary, no taxation, contributory pension scheme, accommodation available; passage paid, married or single; write giving full details of age, qualifications and experience.—Box No. 8067. [8414/R]

**SALESMAN-MANAGER** wanted for S. Wales m/cycle depot; young, energetic; previous experience essential; most popular agencies; plenty of capital; every encouragement given by owner; this is a 4-figure income job which could be improved upon; car supplied; confidence guaranteed.—Box 8125. [8429/R]

**MOTOR** cycle salesman required; must have good knowledge of trade and previous sales experience; man capable of running business during owner's absence preferred; just the job for man wishing to improve his position in trade.—Write, giving full details of previous experience, to Box 8124. [8428/R]

## 'OCTOPUS' GOGGLES IN FRONT



No. 'EIGHTY-EIGHT' 24'S  
THE FLYING GOGGLE DESIGNED  
FOR THE MOTORCYCLIST

This superb model has been perfected to give motorcyclists every-  
where the luxury of frame rubber comfort. At last—a goggle with  
complete draught exclusion AND side-view lenses.

And also next from your local dealer.  
**I. & M. STEINER (1958) LTD.**  
5, CHARLEVILLE ROAD, LONDON, W.14  
The Goggle Specialists—write for free 1958 catalogue



# BEAUCHAMP OF LEAMINGTON for your



NEW MODELS IN STOCK—ALSO  
ALL SPARES, EXCHANGE  
UNITS, ETC.

# BEAUCHAMP MOTORS

71, WARWICK STREET  
LEAMINGTON SPA

\*Phone : 488

ALSO AT HALL ROAD  
LEAMINGTON SPA

\*Phone : 2457

## better fit

# WIPAC

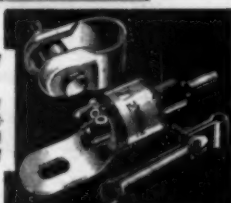
... it has  
**WIPACITY**

... the capacity  
for longer life, excep-  
tional performance and  
the highest standard of  
workmanship.



Obtainable through your  
Dealer & Hatford branches

THE WIPAC GROUP - BLETCHLEY - ENGLAND



STOP SWITCH  
with mounting brackets  
5/6

### VILLIERS & B.S.A. ENGINES

#### Exchange Service

Mk. 5F Villiers, single speed	613	3	6
Mk. 1P Villiers, two speed	614	3	6
Mk. 10D Villiers, 125 c.c.	616	9	6
Mk. 6B Villiers, 197 c.c.	617	11	6
B.S.A. Bantam 125 c.c.	613	3	6

All reconditioned in our own workshops. Write for our list of first-class machines.

J. AUSTIN & SONS LTD.

130-132, High Street, Marlow, N.W.10.

RE. Our 5747

## R. U. HOLOWAY & SON

9 BARTON ST., BATH

Tel.: 5084

AND

16 HIGH ST., CORSHAM  
WILTS.

ALL B.S.A. MODELS IN STOCK  
including the new 250c.c. Star  
100% SALES & SERVICE

## KEN BLAKEY

### HIGHEST EXCHANGE ALLOWANCE

MOTORCYCLES—Jawa, Maico,  
Puch, Panther,  
Greeves, Dot, Cotton

SCOOTERS—Maico, Prior,  
Puch, Terrot,  
Jawa, T.W.N., Piatti

58 ANLABY ROAD. **HULL**  
TEL 16420

## INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
Accessories (Midland), Ltd.	42	G. A. Tyres	46	Naylor & Root, Ltd.	28
Austin, J., & Sons, Ltd.	48	Girling, Ltd.	10	Northern Mail Order Co.	46
Avon India Rubber Co., Ltd.	8	Glanfield Lawrence, Ltd.	15, 29 & 43	Pankhurst of Hammermith	43
Batley, E., Ltd.	43	Godfrey's, Ltd.	15	Pinks of Harrow	36
Beauchamp Motors	48	Grose, George, Ltd.	36	Pride & Clarke, Ltd.	19, 20, 21, 22, 34, 38, 39, 40 & 41
Belstaff Manufacturing Co., Ltd.	1	H. & L. Motors, Ltd.	30	Quadrant Supply Co.	6
Bennett (Hyde), Ltd.	6	Halfords	2	Reliant Eng. Co. (Tamworth), Ltd.	4
Blakey, Ken	48	Headquarter & General Supplies, Ltd.	44	Rye, Claude, Ltd.	Cover iii, 33 & 45
Bradbury, Dan (Motor Cycles), Ltd.	46	Hirst, J. K.	16	Shell & B.P., Ltd.	12 & 14
B.S.A. Motor Cycles, Ltd.	Cover i	Holloway, R. U., & Son	48	Slocumbe of Neasden	7
Burgess Products, Ltd.	16	Humming Bird Motor Cycles, Ltd.	34	Stadium, Ltd.	2
Camden Motor Cycles	32	John Bull Rubber Co., Ltd.	Cover ii	Steiner, I. & M. (1950), Ltd.	47
Champion Sparking Plug Co., Ltd.	13	King's Motors (Oxford), Ltd.	18	Taylor Matterson, Ltd.	35 & 47
Clarke, George, Motors, Ltd.	24, 26 & 27	Leda Surplus Stores	42	Terry, H., & Sons, Ltd.	3
Collins, W. H., & Sons	47	Lewis, D., Ltd.	5	The Motor Cycle	6
Comerfords, Ltd.	25	Longstaff, E. S., Ltd.	37	Tooting Tyre Service, Ltd.	42
Continental Tyre Sales	44	Loxhams Garages, Ltd.	35	Two Strokes, Ltd.	36
Cowie, T., Ltd.	32	Lucas, Joseph, Ltd.	Cover iv	Way, Raymond, Motors, Ltd.	37
Craze Bros., Ltd.	44	Mail Bargains	44	Wessex Sidecars, Ltd.	42
Daniell, H. L.	46	Marble Arch Motor Supplies, Ltd.	17	Whitbys of Acton, Ltd.	23
Dunlop Rubber Co., Ltd.	11	Motomac, Ltd.	2	Wico-Pacy Sales Corporation	2, 4, 6, 16, 42, 43, 44, 46 & 48
Dunn's Garages, Ltd.	47	Motoplas, Co., Ltd.	4		
Elite Motors (Tooting), Ltd.	31	Munday, T. C. & Co., Ltd.	44		
E.S. Motors, Ltd.	34				
Esso Petroleum Co., Ltd.	9				
Excelsior Motor Co., Ltd.	Cover ii				
Fearnley, Fred, Ltd.	43				
Fibrax Ltd.	Cover ii				

Printed in Great Britain for the Publisher, HARRY & SONS LTD., Dorset House, Mansfield Street, London, W.1, by CORNWALL PRINTERS LTD., Park Garden, London, S.W.1. The Motor Cycle can be obtained abroad from the following: AUSTRALIA: Gordon & Gotch, Ltd.; FRANCE: A. H. Wheeler & Co.; GERMANY: The Wm. Duxton Subscription Service, Ltd.; GUYANA & GUYANA: Guyana Africa Central News Agency, Ltd.; HOLLAND: Wm. Dawson & Sons (N.A.), Ltd.; ITALY: GUSTAVO: Reuters News Co., 204 West 11th Street, New York 14.





From "Lightweights to Square Fours",

there is no waiting for electrical repairs if

you use the Lucas "B90" Scheme. Out comes the

old unit and in goes the fully guaranteed factory

reconditioned unit. You save time and you save

money, so ask your local dealer for details of the

LUCAS "B90" Immediate Exchange Scheme.



## LUCAS

MOTOR CYCLE

# B90

## IMMEDIATE EXCHANGE SERVICE

JOSEPH LUCAS LTD . BIRMINGHAM 19